Newport Mercury.

THE OLDEST PAPER IN AMERICA. ESTABLISHED BY FRANKLIN 1758.

VOLUME CXLVI.—NO. 38. NEWPORT, R. I., FEBRUARY 20, 1904. WHOLE NUMBER 8,211.

The Mercury.

—PUBLISHED BY—

THE MERCURY PUBLISHING CO.

JOHN P. SANBORN, Editor.

192 THAMES STREET.

NEWPORT, R. I.

THE NEWPORT MERCURY was established in June, 1758, and is now in its one hundred and forty-sixth year. It is the oldest newspaper in the Union, and, with less than half a dozen exceptions, the oldest printed in the English language. It is a large quarto weekly of forty-eight columns filled with interesting reading—editorial, State, local and general news, well selected miscellany and valuable farmers' and household departments. Reaching so many households in this and other states, the limited space given to advertising is very valuable to business men.

TERMS: $2.00 a year in advance. Single copies in wrappers, 5 cents. Extra copies can always be obtained at the office of publication and at the various news rooms in the city.

Specimen copies sent free, and special terms given advertisers by addressing the publisher.

Societies Occupying Mercury Hall

ROGER WILLIAMS LODGE, No. 285, Order Sons of St. George, Percy Jeffry, President; Fred Hall, Secretary; meets 1st and 3d Mondays.

NEWPORT TENT, No. 15, Knights of Maccabees, Charles D. Dadley, Commander; Charles S. Crandall, Record Keeper; meets 2d and 4th Mondays.

COURT WANTON, No. 6879, FORESTERS OF AMERICA, Alexander Nicol, Chief Ranger; Robert Johnstone, Recording Secretary. Meets 1st and 3d Tuesdays.

NEWPORT CAMP, No. 767, M. W. A., James W. Wilson, Ven. Consul; Charles S. Packer Clerk. Meets 2nd and last Tuesdays.

THE NEWPORT HORTICULTURAL SOCIETY, James Sullivan, President; David McIntosh, Secretary; meets 1st and 3d Wednesdays.

OCEAN LODGE, No. 7, A. O. U. W., George L. Sutherland, Master Workman; Perry B. Dawley, Recorder. Meets second and fourth Wednesdays.

MALBONE LODGE, No. 96, N. E. O. P., T. F. Allan, Warden; Dudley E. Campbell, Secretary; meets 1st and 3d Thursdays.

LADIES' AUXILIARY, Ancient Order of Hibernians, meets 2d and 4th Thursdays.

REDWOOD LODGE, No. 11, K. of P., George Russell, Chancellor Commander; Robert S. Franklin, Keeper of Records and Seals; meets 1st and 3d Fridays.

DAVIS DIVISION, No. 8, U. R. K. of P., Sir Knight Captain William H. Langley; Everett L. Gorton, Recorder; meets first Fridays.

Local Matters.

Progress of the Boom.

The committees appointed by the various organizations to take part in the "booming" of Newport have met together and organized for the purpose of co-operating in the work. The meeting was held on Monday afternoon and the committee organized by the election of the following officers:

President—F. P. Garrettson.
First Vice President—Henry Bull, Jr.
Second Vice President—Benjamin F. Tanner.
Secretary—Joseph S. Milne.
Treasurer—B. B. H. Sherman.

The committee was authorized to solicit and accept subscriptions and it was thought advisable to go ahead with the work at once. Charles H. Porter, Jr., and Col. A. A. Barker were elected members of the committee. The secretary was directed to enter into correspondence with manufacturing concerns which might be willing to consider the moving of their plants from their present location. The secretary was also directed to secure a list of available sites for manufacturing industries.

The committee is receiving money daily in small sums, but the total has not yet arisen to very formidable proportions.

The Parish Aid Society of Emmanuel Church held a delightful salad supper in the Parish House Tuesday evening, from six to eight o'clock. Dancing followed the supper, Mrs. William Power and Miss Carrie Simpson presiding at the piano. The three tables were in charge of Mrs. Thomas M. Greason, Miss Minnie E. Burland and Miss Elizabeth Tibman. The attendance was large and the affair was a complete success in every particular.

Judge James Topham celebrated the 81st anniversary of his birth Thursday at his home on Wesley street. A family re-union was held in the evening and Mr. Topham was the recipient of many congratulations and gifts. He is enjoying excellent health for his years and hopes to enjoy many birthdays to come.

Washington Commandery, No. 4, K. T., has received a gift of cigars from Hospital Steward Westmann, formerly stationed at Fort Adams but now in the Philippines. The remembrance was accompanied by a very interesting letter describing life and affairs in our far eastern possessions.

A new water pipe has been laid to connect the Torpedo Station with the city water supply. The work of laying the new pipe kept all hands busy for a number of hours.

Miss Isidore Lull, daughter of Mr. and Mrs. H. W. Lull, is enjoying a visit in New Haven, Conn.

In the Grip of Winter.

The ice embargo has again laid its heavy hand on the waters of Narragansett Bay and in consequence shipping has been practically suspended. Newport harbor has been blocked by large fields of drift ice which have come down from up the river and frozen into a solid mass. A number of the steamboat lines have abandoned all efforts to leave the harbor until the embargo is lifted, and the many sailing vessels that are frozen in are waiting with what patience their officers can command for warmer weather to release them.

It has been an unusually cold and disagreeable week even for this winter. Last Sunday was, as usual, reasonably warm and the large fields of ice which had blocked the harbor broke up and drifted out to sea. For one day, Monday, there was practically open navigation of all the waters of this vicinity. Then there came more ice from up the river and the waters were again closed. The steamer City of Newport has been much delayed on her trips to Providence since the last ice formed, because the conditions further up the bay are fully as bad as they are here. The General of the Wickford line has been obliged to suspend a number of her trips with consequent derangement of the mails. The ferry boats and launches have all been subject to much delay by the ice and have been obliged to abandon the use of their regular slips and make their landings at Long wharf.

It is not only on the water that there has been trouble, however. On Monday there was a slight snow storm which did not give indications of doing much damage. Monday night the thermometer hit the zero mark again and a high wind arose which swept the snow hither and thither and gathered it into great drifts, packed down as hard as ice, and this made havoc with traffic on land. The local street railway was not much bothered except by a few drifts at the extreme end of Broadway, but out on the island conditions were different. The line was completely tied up from Monday evening until Wednesday morning. Tuesday morning the snow plow was sent out from this end of the line to assist in removing the snow, but it was packed so heavily that most of the work had to be done by shovelers. The plow left here early Tuesday morning and finally reached Portsmouth car barn and immediately started to return but did not reach Newport until 3 o'clock Wednesday morning. At the other end of the line two plows and a long line of heavy motor cars were unable to make much headway against the snow, the conditions being worse there than they were at this end.

The steam cars have not been seriously delayed in this vicinity, but in places not far from here they have been hours late.

The weather on Tuesday was the most piercing of the winter, for while the thermometer has at times gone a few degrees lower, the biting wind made the cold more felt than it has been at any previous time.

Miss Emma Shaw Colcleugh of Providence gave an interesting lecture on Stevenson's Samoa at Masonic Hall on Tuesday evening in the series for the benefit of the Teachers' Retirement Fund. The attendance was very good considering the weather. Miss Colcleugh is familiar with the region of which she spoke, and her audience had the pleasure of hearing this interesting spot described at "first hand". This was the last of the series of lectures for the benefit of the fund. They have been very successful in every way and the fund has grown considerably.

Miss Edith Livingston Hall, daughter of Mr. Valentine G. Hall, was married to Mr. William Forbes Morgan, Jr. Tuesday afternoon at the residence of Mr. E. Livingston Ludlow, in New York. There was a large gathering of relatives and friends to witness the ceremony.

Mr. Robert S. Dunn, son of Mr. and Mrs. Thomas Dunn of this city, has started for Japan to report the Japanese-Russian war for one of the large publications.

Mr. George W. Sanford died at his home on Everett street Thursday. A widow and one son, Mr. James H. Sanford, survive him.

Mr. and Mrs. William R. Hunter are at Pomfret, Conn., with their daughter who is convalescing, after her recent severe illness.

Lent began on Wednesday when services were held in all the Episcopal and Roman Catholic Churches.

Miss Jane Easton is spending a few days in Washington as the guest of Mr. and Mrs. Harwood E. Read, Jr.

Monday was the sixth anniversary of the destruction of the battleship Maine.

The Harbor Channel.

The government has made public the report of Major George W. Goethals, formerly in command of the United States Engineer Office in this city, recommending the construction of an eighteen foot channel through the inner harbor. The recommendation is approved by the board of engineers for rivers and harbors and by the war department. There is now a channel 750 feet wide and of a depth of 15 feet which Major Goethals proposes to extend to 18 feet. The estimated expense is $85,000.

Major Goethal's report speaks of the harbor as follows: "Newport harbor is at the main entrance to Narragansett Bay, and at all seasons of the year serves as an easily accessible harbor of refuge. It is well protected from winds from all directions, and during the summer months its anchorage areas are crowded, mainly with pleasure craft; at other seasons of the year upon approach of stormy weather, the harbor is well filled with tugs, barges, coasting and fishing vessels. The western portion of the inner harbor, or that part immediately to the eastward of Goat Island, is used as a channel through the harbor by the Fall River Line of steamers and tow boats bound for ports farther up the bay and desiring to leave a portion of their tow at Newport. * * In view of the large and costly class of vessels using this channel every day of the year, and the evident insufficiency of the depth of the present channel, the proposed deepening of the channel is worthy to be undertaken by the general government, and I would recommend the dredging of the proposed channel."

It is announced that the Newport & Providence Street Railway Company will change the layout of its tracks in the town of Portsmouth in order to avoid the opposition of Mrs. Julia Ward Howe to the condemnation of her land for the uses of the company. At the recent hearing on the petition of the company to condemn certain land in the town for street railway purposes Mrs. Howe was represented by counsel and there was every indication of a bitter fight if the company persisted in its intention to carry the road through this land. It is said that the new layout will carry the tracks across the Cornell property instead of the Howe estate.

Minnehoma Council, No. 3, D. of P., held its weekly whist Tuesday evening in Southwick's Hall and despite the cold weather that prevailed there was a good attendance. Whist was played until 10.30 o'clock and Miss Ida Gilman and Mr. Joseph Albro won the first prizes, while Miss Berlie Gifford and Mr. Archie Goddard won the consolations. Refreshments were served and dancing followed until half past twelve. Miss Ethel Scott presided at the piano during the evening.

Rear Admiral French E. Chadwick, U. S. N., now on special duty at the Naval War college, has received telegraphic orders from the navy department at Washington to assume command of the European squadron, relieving Rear Admiral Cotton. He will proceed at once to Gibraltar, where he will be met by his flagship, the Brooklyn.

The hearing before Governor Garvin on the petition for requisition papers to secure the return to this state of Edward L. Doucette who is being held by the police of New York, will take place in Providence today. Eminent legal counsel have been retained for Doucette and every effort will be made to have the petition denied.

Announcement has been made of the engagement of Miss Madeline Johnson, daughter of Mr. and Mrs. Davis Johnson, of New York, to Mr. Lyle Evans Mahan, son of Captain Alfred T. Mahan, U. S. N. (retired).

Many amateur and professional photographers have taken advantage of the cold snap to secure pictures of the harbor in the grip of winter.

Mrs. and Mrs. Augustus Jay have gone to Constantinople to visit their son who is secretary of the United States legation there.

Mrs. John V. Stewart, Miss Laura Stewart and Misses Annie and Mary Cottrell have gone to Bermuda for a month's visit.

Mr. and Mrs. John Gilpin entertained friends at their residence on John street Tuesday night with an evening at whist.

Mr. and Mrs. Sidney Gladding have returned from a visit to New York.

Miss Bessie Weiner has returned from an extended visit to New York.

Mrs. James Hardy is visiting in New York.

Mr. Abner Slocum is in New York.

Malbone Property Sold.

"Malbone," the property of the late Mrs. Bedlow, on Maldone road, was advertised to be sold at Master's sale on Tuesday and although the day was one of the coldest and most disagreeable days of the winter there were a few courageous ones who journeyed to the scene in the large drag provided for that purpose. All the property was not sold, it being decided to wait until the weather is such that intending purchasers can go out and look the lots over.

Malbone has been handed down from the Prescott Hall family, passing in turn to the late Mrs. Bedlow. The sale was held by order of the court to secure a partition of the estate. It is a historic bit of property and has figured extensively in the annals of Newport.

The first parcel comprised the mansion house and about seventeen acres of land on the west side of Malbone avenue. There were several bidders and it was finally bought in by Louis G. Morris for $18,600. The next lot was a piece at the corner of Bedlow avenue, comprising 147,345 square feet, and was sold in by John L. Cummings at 2¼ cents a square foot.

Lot No. 3 comprised the land at the north corner of Bedlow avenue, containing 237,882 square feet. It was bought by Henry Bedlow and Alice Mayer at 1¾ cents a square foot. The fourth parcel was made up of the land lying south of Malbone containing 5.4 acres and was bought by Henry Bedlow and Alice Mayer at $620 an acre.

There was other property to be sold but it was decided to postpone the sale of the rest until more favorable weather prevails.

Frank A. Svenson died at the Newport Hospital on Thursday of last week as the result of a fall sustained at the shops of the Old Colony wharf. There was some doubt as to the cause of his death and the family requested that an autopsy be held. Medical Examiner Stewart took charge of the case and conducted an autopsy Sunday night in the presence of a number of physicians. The certificate of death from the hospital gave the cause as blood poisoning and after the autopsy the medical examiner's certificate gave the same cause.

Notwithstanding the cold weather which has made out of door work unattractive this week, the work of tearing down the old buildings on the Hertzog property on Washington square has gone forward rapidly and it appears that the grounds will be ready at the appointed time for the construction of the new buildings for the Builders and Merchants Exchange as described in last week's issue.

Miss Bessie Gilpin of this city, who has made such a success during the past season as a newspaper writer, goes to New York today to be absent some time. While there she will be entertained by the family of the publisher of the Town and Country, on which staff she has been for some time.

Norman B. Cole, son of Mr. and Mrs. C. M. Cole, will have a paper at the fourteenth annual conference of the boys department of the Young Men's Christian Association which is being held in Somerville, Mass., this week.

Mr. John Mumford died at the Newport Hospital on Saturday of last week, after a short illness. Mr. Mumford had resided here for many years, being in the employ of Mr. R. J. Carry.

Miss Mary A. Hayes of this city and Mr. William F. Lonergan of Central Falls were married at the Church of St. Francis Xavier, West Sixteenth street, New York, on Sunday, February 7th.

Mr. and Mrs. Cornelius Vanderbilt have gone to Europe, where they will remain until spring and enjoy some cruising expeditions in their steam yacht, the North Star.

Mrs. W. S. Wells of New York, who has a villa on Bellevue avenue, is at the Muenchinger-King cottage.

Mr. and Mrs. David Stevens will spend tomorrow and Washington's Birthday at New Haven, Conn.

Miss Edith Durfee is enjoying a vacation, which she is spending with friends in Fall River.

Miss Stevens, of Concord, N. H., is guest of Mrs. Vanderbilt at "Oakland."

Mrs. Joseph Fogarty of New Rochelle is visiting relatives in this city.

Ex-Congressman Bull is registered at the New Willard Hotel, Washington.

Mr. and Mrs. Reginald Norman sail from Europe in April.

Mr. Herbert L. Marsh has returned from his vacation trip.

Mr. John S. Coggeshall has gone to New York for a short visit.

Mr. E. J. Berwind of New York is in town.

Recent Deaths.

George P. Hammett.

Mr. George P. Hammett, a native of this city and for many years a resident here, died at his residence in Springfield, Mass., on Friday of last week after an illness which had been regarded as serious for only about two weeks. He was 69 years of age.

Mr. Hammett spent the early years of his life in this city and served for some years as librarian of the Redwood Library. About forty years ago he removed to Springfield, Mass., entering the employ of his uncle, Col. James M. Thompson, who was engaged in the express business, being the founder of the business between New York and Boston later bought by the Adams Express Company. When Colonel Thompson sold out to the Adams Company Mr. Hammett entered the employ of the Massachusetts Mutual Life Insurance Company and had remained there ever since, one of the company's most valuable and trusted employes. He had spent most of his time in the actuary department and held a position of much responsibility.

He is survived by a brother, John R. Hammett, and a niece, Miss Ida Hammett, both of this city. The remains were brought to Newport for interment, funeral services being held at the residence of Mr. John R. Hammett on Wednesday.

B. Mason Hammett.

Mr. B. Mason Hammett, formerly of this city, died at his home in Brooklyn on Thursday. He was a native of this city, being a brother of the late Charles E. Hammett and James H. Hammett. He had made his home outside of Newport for about 40 years. He is survived by a widow and two daughters in Brooklyn, and a sister, Miss Elizabeth R. Hammett of this city.

The Methodist Social Union held its meeting at the Thames street Methodist Church Thursday evening. Mr. Robert F. Raymond was the principal speaker and made an address on "Some matters to come before the next general conference." Addresses were also made by Rev. Messrs. Streeter and Stenhouse, Mr. A. Herbert Ward of Middletown and Mr. T. Fred Kaull. Miss Simester sang several solos, Mr. Ray Goff rendered a number of violin solos and Miss Ethel Tozler accompanied on the piano.

The engagement is announced in Boston of Miss Anna Thayer, daughter of Mr. Nathaniel Thayer, and Mr. William S. Patten, who is nephew of Mrs. Arthur Hunnewell. Miss Thayer has spent the summer for several years in Newport, where her father has a cottage on Bellevue avenue.

J. H. Scaffan, from Circle City, Alaska, a Newport boy, is here with his family for a six weeks' vacation. He has been very successful in his Alaska adventures.

Middletown.

The regular session of the town council and court of probate was held at the town hall on Monday afternoon. The members were all present.

In court of probate, the first and final account of William S. Caswell, administrator on the estate of Charles Caswell, was examined, allowed and ordered recorded. This comprised all the probate business transacted.

In town council, at the instance of the Newport and Providence Railway Company, an ordinance was passed ratifying and confirming the ordinance of June 18, 1902, granting to this same company under the name of the Newport and Bristol Ferry Railway Company, the right to construct, maintain and operate an electric railway in certain roads of Middletown. The company was represented by President Edward A. Brown, Manager Bradford and Frederick B. Coggeshall.

A statement of the appraisal of damages done by dogs to fowls of Henry Weston amounting to $91.10, and to hens of Abraham T. Anthony, amounting to $43.10, was presented in each case, allowed and they were granted orders on the dog fund for the proportional part due from Middletown.

An order on the town treasury was granted to Edward A. Brown for $62.09, in payment of Middletown's part of expenses incurred in repairing the Stone Bridge at Howland's ferry.

FEBRUARY CAPTURES THEM.—The construction of the car barn for the Newport and Providence Railway Company on the Hammond farm on the West Main road, which has proceeded uninterruptedly since Jan. 1, was held up by the storm of Monday and Tuesday and has made little progress during the past week. The builders confess that the climate of Rhode Island is harder to endure than they anticipated and have had to succumb. They had been accustomed to severe cold weather in their native State of Maine but never encountered anything as penetrating as the winds that sweep across Rhode Island in February. The foundation is still incomplete and no bricks are in evidence for rearing the walls.

ABOLITON OF SCHOOL DISTRICTS—Now that the abolition of school districts has taken effect the people of Middletown are inquiring, who were instrumental in doing it and why was it done. A majority of the electors of Middletown were not favorable to the movement and a similar sentiment seems to have prevailed in some other towns of the state. The reasons offered by some professional educators fail to satisfy or convince the slow but deep thinking yeoman. Systems are much written about and minute attention paid to correct technical training of teachers. These unfortunately do not always insure efficiency and success in the school-room.

The severe storm of Monday caused the milkmen great inconvenience and discomfort adding considerable to their already long routes by the content necessity of "doubling on their tracks" owing to roads which were filled from wall to wall with snow. The journey was made through any lot which was found available. Owing to the perpetual blowing of the snow Tuesday no roads were cleared until Wednesday when a large gang of men commenced work upon them early in the day.

Services were held at the Berkeley Memorial Chapel upon the morning of Ash Wednesday although the attendance was small. The roads leading to the chapel were badly drifted.

Middletown Episcopal churches will be well represented in Newport during Lent. For the Thursday evening services at Trinity, Rev. Arthur N. Peaslee of the Berkeley Memorial will be the preacher, Feb. 25; Rev. Allen Jacobs, of St. Mary's, March 3; Rev. John B. Dimon of St. George's School, March 10.

While the interior of Holy Cross Chapel is being renovated the parish will unite with that of St. Mary's. Its Sunday School will meet at noon.

St. Columba's Guild which was to have been held on the afternoon of Ash Wednesday with Mrs. Nathan Smith, Gray Craig Park, was postponed, owing to the bad state of the roads. The trip, by Middletown Granges, to Pomona Grange, Tiverton, Tuesday, was also abandoned for the same reason.

Block Island.

William Card, who died at his home here last week, was born February 22, 1843, and was a son of Alfred and Maria Card, who were natives of the South County and were married on Block Island. Alfred Card was engaged for the greater part of his life in the hotel business and built the first Spring House, which is now but a very small part of the structure that forms one of the largest hostelries on the island. William Card enlisted in Troop E, First Rhode Island cavalry, December 16, 1861, and January 5, 1864, re-enlisted as a veteran volunteer. He served something over three years and seven months in the army and was honorably discharged August 3, 1865. Since that time he had lived on Block Island. He was the first keeper of the New Shoreham or East Side life saving station and for several years afterward was the lessee of the bathing privileges at Crescent Beach. For several years past Mr. Card had been more or less of an invalid, having suffered a paralytic stroke some time ago.

Real Estate Sales and Rentals

C. H. Wrightington has rented for Stephen Payne his cottage on Clinton street to William Gargan.

William E. Brightman has leased for a term of years, the store at 261 Thames street, belonging to Henry D. DeBlois, to William Goodman & Co.

A. O'D. Taylor has rented on Jamestown the Sharron cottage and grounds on the westerly side of Conanicut Island, for the summer of 1904, to Noble C. King of New York, for Matthew H. Kelley.

A. O'D. Taylor has rented on Jamestown the 2 stores on the wharf, known as the "Corey Building," for Abram A. Brown, of Middletown, to Demosthenes B. Cascambas.

William E. Brightman has sold for the Alfred Smith estate a lot of land on the corner of Cypress and Third streets, containing about 9500 square feet to Louis W. Anthony.

A. O'D. Taylor has sold to Colonel Henry C. Stevens, Jr., for Thomas G. Owen, the new house erected on a 8,000 feet lot, on upper Aymult street, just behind Mrs. Cohen's residence on Kay street.

A. O'D. Taylor has sold on Jamestown a lot of 6,600 feet, on the easterly side of Cole street, for Julia A. Burke, to Alvar H. Peckham and Louis W. Anthony.

John L. Cummings has sold to James F. Fielding and wife, for $2,900, the estate bounded north, 30 feet, on Dean avenue; east, 56 feet, on land of August Smith; south, 30 feet, on Underwood court, and west, 56 feet, on De Blois estate.

A. O'D. Taylor has sold a lot of 6,125 square feet of land behind the Callahan estate, on Mann avenue, to St. Joseph's Church, thus adding to the large area that corporation already holds at the corner of Broadway and Mann avenue, for the erection of a new Catholic church.

A. O'D. Taylor has sold for the Newport Hospital a house and lot of 4,030 square feet, at corner of Hope street and Powel avenue, to James Drury and other members of his family as a private residence.

William E. Brightman has sold for the Alfred Smith estate a lot of land on the Maitland plat, containing about 9600 square feet, to Mrs. Alicia A. Doyle. The lot is bounded easterly on Third street 100 feet; northly on land of Louis W. Anthony and Herman C. Richter 96.5; westerly on land of the grantors 100 feet; and southerly on land of Ellen W. Friend 96.5.

C. H. Wrightington has sold to a client for Mrs. Edna C. Chase of this city and Mr. Geo. T. Seabury of New York a lot of land on the westerly side of Congdon avenue and comprising about 3000 square feet.

Simeon Hazard has sold for the heirs of L. Johnson, deceased, a lot of land situated on the northerly side of Channing street to Mr. James W. Thompson. The lot is bounded southerly by Channing street, 36 feet; westerly by land of Alexander W. Thompson and with 150 feet; northerly by land of the estate of W. H. Stanhope 36 feet; and easterly by other land of the estate of L. Johnson, deceased, 150 feet.

The Blazed Trail

By STEWART EDWARD WHITE

Copyright, 1902, by Stewart Edward White

CHAPTER IX.

"RADWAY," said he suddenly, "I need money, and I need it bad. I think you ought to get something out of this job of the M. & D.—not much, but something. Will you give me a share of what I can collect from them?"

"Sure!" agreed the jobber readily, with a laugh. "Sure! But you won't get anything. I'll give you 10 per cent quick!"

"Good enough!" cried Thorpe. "Now, when we get to town I want your power of attorney and a few figures, after which I will not bother you again."

The next day the young man called for the second time at the little red painted office under the shadow of the mill and for the second time stood before the bulky power of the junior member of the firm.

"Well, young man, what can I do for you?" asked the latter.

"I have been informed," said Thorpe without preliminary, "that you intend to pay John Radway nothing for the work done in the Cass branch this winter. Is that true?"

Daly studied his antagonist meditatively. "If it is true what is it to you?" he asked at length.

"I am acting in Mr. Radway's interest."

"You are one of Radway's men?"

"Yes."

"In what capacity have you been working for him?"

"Cant hook man," replied Thorpe briefly.

"I see," said Daly slowly. Then suddenly, with an intensity of energy that startled Thorpe, he cried: "Now, you get out of here! Right off! Quick!"

The young man recognized the compelling and autocratic boss addressing a member of the crew.

"I shall do nothing of the kind!" he replied, with a flash of fire.

The mill owner leaped to his feet. Thorpe did not wish to bring about an actual scene of violence. He had attained his object, which was to fluster the other.

"I have Radway's power of attorney," he added.

Daly sat down, controlled himself with an effort and growled out, "Why didn't you say so?"

"Now, I would like to know your position," went on Thorpe. "I am not here to make trouble, but as an associate of Mr. Radway I have a right to understand the case. Of course I have his side of the story," he suggested, as though convinced that a detailing of the other side might change his views.

Daly considered carefully, fixing his flint blue eyes unswervingly on Thorpe's face. Evidently his scrutiny advised him that the young man was a force to be reckoned with.

"It's like this," he said abruptly: "we contracted last fall with this man Radway to put in 5,000,000 feet of our

The mill owner leaped to his feet.

timber, delivered to the main drive at the mouth of the Cass branch. In this he was to act independently, except as to the matter of provisions. Those he drew from our van and was debited with the amount of the same. Is that clear?"

"Perfectly," replied Thorpe.

"In return we were to pay him, merchantable scale, $4 a thousand. If, however, he failed to put in the whole job the contract was void."

"That's how I understand it," commented Thorpe. "Well?"

"Well, he didn't get in the 5,000,000. There's a million and a half hung up in the woods."

"But you have in your hands three million and a half, which under the present arrangement you get free of any charge whatever."

"And we ought to get it," cried Daly. "Great guns! Here we intend to saw this summer and quit. We want to get in every stick of timber we own so as to be able to clear out of here for good and all at the close of the season, and now this condigned jobber ties us up for a million and a half."

"It is exceedingly annoying," conceded Thorpe, "and it is a good deal of Radway's fault, I am willing to admit, but it's your fault too."

"To be sure," replied Daly, with the accent of sarcasm.

"You had no business entering into any such contract. It gave him no show."

"I suppose that was mainly his lookout, wasn't it? And, as I already told you we had to protect ourselves."

"You should have demanded security for the completion of the work. Under your present agreement, if Radway got in the timber, you were to pay him a fair price. If he didn't, you appropriated everything he had already done. In other words, you made him a bet."

"I don't care what you call it," answered Daly, who had recovered his good humor in contemplation of the security of his position. "The fact stands all right."

"It does," said Thorpe unexpectedly, "and I'm glad of it. Now, let's examine a few figures. You owned 5,000,000 feet of timber, which at the price of stumpage" (standing trees) "was worth $10,000."

"Well?"

"You come out at the end of the season with three million and a half of saw logs, which with the $4 worth of logging added are worth $21,000."

"Hold on!" cried Daly. "We paid Radway $4. We could have done it ourselves for less."

"You could not have done it for one cent less than four-twenty in that country," replied Thorpe, "as an expert will testify."

"Why did we give it to Radway at four then?"

"You saved the expense of a salaried overseer and yourselves some bother," replied Thorpe. "Radway could do it for less because, for some strange reason which you yourself do not understand, a jobber can always log for less than a company."

"We could have done it for four," insisted Daly stubbornly. "But get on. What are you driving at? My time's valuable."

"Well, put her at four, then," agreed Thorpe. "That makes your saw logs worth over $20,000. Of this value Radway added $13,000. You have appropriated that much of his without paying him one cent."

Daly seemed amused. "How about the million and a half feet of ours he appropriated?" he asked quietly.

"I'm coming to that. Now for your losses. At the stumpage rate your million and a half which Radway 'appropriated' would be only three thousand. But for the sake of argument we'll take the actual sum you'd have received for saw logs. Even then the million and a half would only have been worth between eight and nine thousand. Deducting this purely theoretical loss Radway has occasioned you from the amount he has gained for you, you are still some four or five thousand ahead of the game. For that you paid him nothing."

"That's Radway's lookout."

"In justice you should pay him that amount. He is a poor man. He has sunk all he owned in this venture, some $12,000, and he has nothing to live on. Even if you pay him five thousand, he has lost considerable, while you have gained."

"How have we gained by this bit of philanthropy?"

"Because you originally paid in cash for all that timber on the stump just $10,000, and you get from Radway saw logs to the value of $20,000," replied Thorpe sharply. "Besides, you still own the million and a half which, if you do not care to put them in yourself, you can sell for something on the skids."

"Don't you know, young man, that white pine logs on skids will spoil utterly in a summer? Worms get into 'em."

"I do," replied Thorpe, "unless you bark them, which process will cost you about $1 a thousand. You can find any amount of small purchasers at reduced price. You can sell them easily at $3. That nets you for your million and a half a little over $4,000 more. Under the circumstances I do not think that my request for five thousand is at all exorbitant."

Daly laughed. "You are a shrewd figurer, and your remarks are interesting," said he.

"Will you give $5,000?" asked Thorpe.

"I will not," replied Daly; then, with a sudden change of humor: "And now I'll do a little talking. I've listened to you just about as long as I'm going to. I have Radway's contract in that safe, and I live up to it. I'll thank you to go plumb to blazes!"

"That's your last word, is it?" asked Thorpe, rising.

"It is."

"Then," said he slowly and distinctly, "I'll tell you what I'll do. I intend to collect in full the $4 a thousand for the three millions and a half Mr. Radway has delivered to you. In return Mr. Radway will purchase of you at the stumpage rates of $2 a thousand the million and a half he failed to put in. That makes a bill against you, if my figuring is correct, of just $11,000. You will pay that bill, and I will tell you why. Your contract will be classed in any court as a gambling contract for lack of consideration. You have no legal standing in the world. I call your bluff, Mr. Daly, and I'll fight you from the drop of the hat through every court in Christendom."

"Fight ahead," advised Daly sweetly, who knew perfectly well that Thorpe's law was faulty. As a matter of fact, the young man could have collected on other grounds, but neither was aware of that.

"Furthermore," pursued Thorpe in addition, "I'll repeat my offer before witnesses, and if I win the first suit I'll sue you for the money we could have made by purchasing the extra million and a half before it had a chance to spoil."

This statement had its effect, for it forced an immediate settlement before the pine on the skids should deteriorate. Daly lounged back with a little more deadly carelessness.

"And, lastly," concluded Thorpe, playing his trump card, "the suit from start to finish will be published in every important paper in this country. If you do not believe I have the influence to do this you are at liberty to doubt the fact."

Daly was cogitating many things. He knew that publicity was the last thing to be desired. Thorpe's statement had been made in view of the fact that much of the business of a lumber firm is done on credit. He thought that perhaps a rumor of a big suit going against the firm might weaken confidence. As a matter of fact, this consideration had no weight whatever with the older man, although the threat of publicity actually gained for Thorpe what he demanded. The lumberman feared the noise of an investigation solely and simply because his firm, like so many others, was engaged at the time in stealing government timber in the upper peninsula. He did not call it stealing, but that was what it amounted to. Thorpe's shot in the air hit full.

"I think we can arrange a basis of settlement," he said finally. "Be here tomorrow morning at 10 with Radway."

"Very well," said Thorpe.

"By the way," remarked Daly, "I don't believe I know your name."

"Thorpe," was the reply.

"Well, Mr. Thorpe," said the lumberman, with cold anger, "if at any time there is anything within my power or influence that you want I'll see that you don't get it."

The whole affair was finally compromised for $9,000. Radway, grateful beyond expression, insisted on Thorpe's acceptance of an even thousand, and with this money in hand the latter felt justified in taking a vacation for the purpose of visiting his sister.

For the purposes he had in view $500 would be none too much. The remaining $500 he had resolved to invest in his sister's comfort and happiness. He had thought the matter over and had gradually evolved what seemed to him an excellent plan. He had already perfected it by correspondence with Mrs. Renwick. It was, briefly, this: He, Thorpe, would at once hire a servant girl, who would make anything but supervision unnecessary in so small a household. The remainder of the money he had already paid for a year's tuition in the seminary of the town. Thus Helen gained her leisure and an opportunity for study and still retained her home in case of reverse.

Thorpe found his sister already a young lady. After the first delight of meeting had passed they sat side by side on the haircloth sofa and took stock of each other.

Helen had developed from the school child to the woman. She was a handsome girl, possessed of a slender, well rounded form and deep hazel eyes, with the level gaze of her brother, although a figure rather aloof, a face rather impassive, but with the possibility of passion and emotion and a will to back them.

"Oh, but you're tanned and—and big!" she cried, kissing her brother. "You've had such a strange winter, haven't you?"

"Yes," he replied absently. "Things came a little better than I thought they were going to toward the last, and I made a little money."

"Oh, I'm so glad!" she cried. "Was it much?"

"No, not much," he answered. The actual figures would have been so much better. "I've made arrangements with Mrs. Renwick to hire a servant girl, so you will have all your time free, and I've paid a year's tuition for you in the seminary."

"Oh," said the girl, and fell silent.

After a time, "Thank you very much, Harry dear;" then, after another interval, "I think I'll go get ready for supper."

Instead of getting ready for supper she paced excitedly up and down her room.

"Oh, why didn't he say what he was about?" she cried to herself. "Why didn't he? Why didn't he?"

The days, however, passed in the main pleasurably for them both. They were fond of one another. The barrier slowly rising between them was not yet cemented by lack of affection on either side, but rather by lack of belief in the other's affection. Helen imagined Thorpe's interest in her becoming daily more perfunctory. Thorpe fancied his sister cold, unreasoning and ungrateful. And yet this was but the vague dust of a cloud. They could not forget that but for each other they were alone in the world. Thorpe delayed his departure from day to day, making all the preparations he possibly could at home.

Finally Helen came on him busily unpacking a box which a dray had left at the door. He unwound and laid one side a Winchester rifle, a variety of fishing tackle and some other miscellanies of the woodsman. Helen was struck by the beauty of the sporting implements.

"Oh, Harry!" she cried. "Aren't they fine? What are you going to do with them?"

"Going camping," replied Thorpe, with his head in excelsior.

"When?"

"This summer."

Helen's eyes lit up with a fire of delight. "How nice! May I go with you?" she cried.

Thorpe shook his head.

"I'm afraid not, little girl. It's going to be a hard trip a long ways from anywhere. You couldn't stand it."

"I'm sure I could. Try me."

"No," replied Thorpe. "I know you couldn't. We'll be sleeping on the ground and going on foot through much extremely difficult country."

"I wish you'd take me somewhere," pursued Helen. "I can't get away this summer unless you do. Why don't you camp somewhere nearer home, so I can go?"

Thorpe arose and kissed her tenderly.

"I can't, little girl; that's all. We've got our way to make."

She understood that he considered the trip too expensive for them both. At this moment a paper fluttered from the excelsior. She picked it up. A glance showed her a total of figures that made her gasp.

"Here is your bill," she said, with a strange choke in her voice, and left the room.

"He can spend $90 on his old guns, but he can't afford to let me leave this hateful home," she complained to the apple tree. "He can go way off camping somewhere to have a good time, but he leaves me sweltering in this miserable little town all summer. I don't care if he is supporting me. He ought to. He's my brother. Oh, I wish I were a man! I wish I were dead!"

Three days later Thorpe left for the north.

CHAPTER X.

FOR more than a week Thorpe had journeyed through the forest. His equipment was simple in the extreme. Attached to a heavy leather belt of cartridges hung a two pound ax and a sheath knife. In his pocket reposed a compass, an air tight tin of matches and a map drawn on oiled paper of a district divided into sections. Some few of the sections were colored, which indicated that they belonged to private parties. All the rest was state or government land. He carried in his hand a repeating rifle. The pack, if opened, would have been found to contain a woolen and rubber blanket, fishing tackle, twenty pounds or so of flour, a package of tea, sugar, a slab of bacon carefully wrapped in oiled cloth, salt, a suit of underwear and several extra pairs of thick stockings. To the outside of the pack had been strapped a frying pan, a tin pail and a cup.

He had not met a human being or seen any indications of man excepting always the old blaze of the government survey. Many years before, officials had run careless lines through the country along the section boundaries. These latter stated always the section, the township and the range east or west by number. All Thorpe had to do was to find the same figures on his map. He knew just where he was.

The map he had procured at the United States land office in Detroit. He had set out for the purpose of "looking" a suitable bunch of pine in the northern peninsula, which at the time was practically untouched. Access to the interior could only be obtained on foot or by river. The South Shore railroad had as yet penetrated only as far as Seney. Marquette, Menominee and a few smaller places along the coast were lumbering near at home, but they shipped entirely by water.

Thorpe, with the farsightedness of the pioneer, had perceived that the exploitation of the upper country was an affair of a few years only. The north would not prove as accessible as it now seemed, for the carrying trade would some day realize that the entire waterway of the great lakes offered an unrivaled outlet. With that discovery would begin a rush to the new country. He resolved to anticipate it and by acquiring his holdings before general attention should be turned that way to obtain the best.

He was without money and practically without friends, while government and state lands cost respectively $2.50 and $1.25 an acre, cash down. But he relied on the good sense of capitalists to perceive from the statistics which his explorations would furnish the wonderful advantages of logging a new country with the chain of great lakes as shipping outlet at its very door. In return for his information he would expect a half interest in the enterprise.

Thorpe was by no means the first to see the money in northern pine. Outside the big mill districts already named cuttings of considerable size were already under way, the logs from which were usually sold to the mills of Marquette and Menominee.

But work was on a small scale and with an eye to the immediate present only. It was accomplished by purchasing one forty and cutting a dozen. Thorpe's map showed often near the forks of an important stream a section whose coloring indicated private possession. Legally the owners had the right only to the pine included in the marked sections, but if any one had taken the trouble to visit the district he would have found operations going on for miles up and down stream. The colored squares would prove to be nothing but so many excuses for being on the ground. The bulk of the pine was stolen from unbought state or government land.

This in the old days was a common enough trick.

Thorpe was perfectly conversant with this state of affairs. He knew also that in all probability many of the colored districts on his map represented firms engaged in steals of greater or less magnitude. He was further aware that most of the concerns stole the timber because it was cheaper to steal than to buy, but that they would buy readily enough if forced to do so in order to prevent its acquisition by another. In his exploration, therefore, he decided to employ the utmost circumspection. He would pose as a hunter and fisherman.

For a week he journeyed through magnificent timber, working always more and more to the north, until finally he stood on the shores of Superior. He resolved to follow the shore west to the mouth of a fairly large river called the Ossawinamakee. It showed in common with most streams of its size, land already taken, but Thorpe hoped to find good timber near the mouth. After several days' hard walking with this object in view he found himself directly north of a bend in the river, so he turned through the woods due south, with the intention of striking in on the stream. This he succeeded in accomplishing some twenty miles inland, where also he discovered a well defined and recently used trail leading up the river. Thorpe camped one night at the bend and then set out to follow the trail.

It led him for upward of ten miles nearly due south, sometimes approaching, sometimes leaving, the river, but keeping always in its direction. The country in general was rolling. Low parallel ridges of gentle declivity glided constantly across his way, their valleys sloping to the river. Thorpe had never seen a grander forest of pine than that which clothed them.

At the ten mile point he came upon a dam. It was a crude dam, built of logs, whose face consisted of strong buttresses slanted up stream and whose cover was made of unbarked timbers laid smoothly side by side at the required angle. At present its gate was open.

The purpose of the dam in this new country did not puzzle him in the least, but its presence bewildered him. Such constructions are often thrown across logging streams at proper intervals in order that the operator may be independent of the spring freshets. The device is common enough, but it is expensive. People do not build dams except in the certainty of some years of logging, and quite extensive logging at that. If the stream happens to be navigable the promoter must first get an improvement charter from a board of control appointed by the state. So Thorpe knew that he had to deal not with a hand to mouth lumber thief, but with a great company preparing to log the country on a big scale.

He continued his journey. At noon he came to another and similar structure. Here he left his pack and pushed ahead in light marching order. About eight miles above the first dam and eighteen from the bend of the river he ran into a "slashing" of the year before. The decapitated stumps were already beginning to turn brown with weather; the tangle of tops and limbs was partially concealed by poplar growths and wild raspberry vines.

To Thorpe this particular clearing became at once of the greatest interest. He scrambled over and through the ugly debris which for a year or two after logging operations cumbers the ground. By a rather prolonged search he found what he sought—the "section corners" of the tract, on which the government surveyor had long ago marked the "descriptions." A glance at the map confirmed his suspicions. The slashing lay some two miles north of the sections designated as belonging to private parties. It was government land.

Thorpe sat down, lit a pipe and did a little thinking.

He had that very morning passed through beautiful timber lying much nearer the mouth of the river than either this or the sections farther south. Why had these men deliberately ascended the stream? Why had they stolen timber eighteen miles from the bend when they could equally well have stolen just as good fourteen miles nearer the terminus of their drive?

Thorpe suddenly remembered the two dams and his idea that the men in charge of the river must be wealthy and must intend operating on a large scale. He thought he glimpsed it. After another pipe he felt sure.

The unknowns were indeed going in on a large scale. They intended eventually to log the whole of the Ossawinamakee basin. For this reason they had made their first purchase, planted their first foothold, near the headwaters. Some day they would buy all the standing government pine in the basin, but in the meantime they would steal all they could at a sufficient distance from the lake to minimize the danger of discovery. Every stick cut meant so much less to purchase later on.

Thorpe knew that men occupied in so precarious a business would be keenly on the watch. At the first hint of rivalry they would buy in the timber they had selected. But the situation had set his fighting blood to racing. They undoubtedly wanted the tract down river. Well, so did he!

He purposed to look it over carefully, to ascertain its exact boundaries and what sections it would be necessary to buy in order to include it, and perhaps even to estimate it in a rough way. In the accomplishment of this he would have to spend the summer and perhaps part of the fall in that district. He could hardly expect to escape notice. By the indications on the river he judged that a crew of men had shortly before taken out a drive of logs. After the timber had been rafted and towed to Marquette they would return. He might be able to hide in the forest, but sooner or later, he was sure, one of the company's land lookers or hunters would stumble on his camp. Then his very concealment would tell them what he was after. The risk was too great, for, above all things, Thorpe needed time. He had, as has been said, to ascertain what he could offer. Then he had to offer it. He would be forced to interest capital, and that is a matter of persuasion and leisure.

Finally his shrewd, intuitive good sense flashed the solution on him. He returned rapidly to his pack, assumed the straps and arrived at the first dam about dark of the long summer day.

There he looked carefully about him. Some fifty feet from the water's edge a birch knoll supported, besides the birches, a single big hemlock. With his belt ax Thorpe cleared away the little white trees. He stuck the sharpened end of one of them in the bark of the shaggy hemlock, fastened the other end in a crotch eight or ten feet distant, slanted the rest of the saplings along one side of this ridgepole and turned in, after a hasty supper, leaving the completion of his permanent camp to the morrow.

In the morning he thatched smooth the roof of the shelter, using for the purpose the thick branches of hemlocks, placing two green spruce logs side by side as cooking range, slung his pot on a rod across two forked sticks, cut and split a quantity of wood, spread his blankets and called himself established.

For some days he made no effort to look over the pine, nor did he intend to begin until he could be sure of doing so in safety. His object now was to give his knoll the appearance of a trapper's camp.

Toward the end of the week he received his first visit. Evening was drawing on. Thorpe was busily engaged in cooking a panful of trout. Suddenly he became aware of a presence at his side.

"How do?" greeted the newcomer gravely.

The man was an Indian, silent, solemn, with the straight, unwinking gaze of his race.

[TO BE CONTINUED.]

Charlie—Mother what does transparent mean?

Mother—That is something you look through.

Charlie—Oh, I see you mean a keyhole.—Brooklyn Life.

JAMES T. WRIGHT, Ph. G.

REGISTERED PHARMACIST,

Drugs, Medicines, Perfumery,

Manufacturer of Wright's Odontine, a Dentifrice of the highest merit.

Wright's Emulsion of Cod Liver Oil.
Wright's Blackberry Cordial.

Wright's Sarsaparilla, etc.
Wright's Coltsfoot Cough Lozenges

Washington Square, Newport, R. I.

Charles M. Cole,

PHARMACIST,

302 THAMES STREET.

Two Doors North of Post Office.

NEWPORT, R. I.

GET YOUR

ICE CREAM

—AT—

Koschny's,

230 & 232 THAMES STREET.

or at his

Branch Store, 16 Broadway.

Cake, Ice Cream

CONFECTIONERY.

STRICTLY FIRST CLASS and FRESH EVERY DAY.

Stoves!

Stoves!!

BEST VARIETY.

NO RISE IN PRICE.

WARRANTED SATISFACTORY.

W. K. COVELL,

163 Thames Street.

J. D. JOHNSTON,

Architect and Builder,

Plans and Estimates furnished on application. General Jobbing, Mason, Tile and Stucco Work executed with dispatch.

Shop 63 Mill St. P. O. Box 161. Office 70 Pelham St Residence 100 Church St
8-14

THE BEST IS THE CHEAPEST!

"The Diamond C"

HAMS,

SHOULDERS

and

BACON

ARE CURED FROM R. I. PORK AND CORN CORN SMOKED, AND ARE THE BEST.

For Sale at

Coggeshall's Market,

2 & 4 Washington Square and 13 Thames Street.

ARCTIC ICE CO.

WHOLESALE

AND

Retail Dealers.

This company is prepared to furnish Ice of the best quality and in quantities at prices as low as can be purchased in the city.

Telephone connection.

Office, Commercial Wharf.

4-27 JOHN H. GREENE, Supt.

PATENT

anything you invent or improve; also get CAVEAT, TRADE-MARK, COPYRIGHT or DESIGN PROTECTION. Send model, sketch, or photo for free examination and advice.

BOOK ON PATENTS FREE. No Atty's fee before patent.

Write to C. A. SNOW & CO. Patent Lawyers, WASHINGTON, D. C.

JAS. H. MONTGOMERY, M. D.

RECOMMENDS DR. DAVID KENNEDY'S FAVORITE REMEDY.

In a recent issue of the New York Magazine of Sanitation and Hygiene, the recognized authority on all matters pertaining to health, James H. Montgomery, M. D., says editorially:

"After a careful investigation of Dr. David Kennedy's Favorite Remedy, a specific for kidney, liver and bladder troubles, rheumatism, dyspepsia and constipation with its attendant ills, we are free to confess that a more meritorious medicine has never come under the examination of the chemical and medical experts of the New York Magazine of Sanitation and Hygiene. In fact, after the most searching tests and rigid inquiry into the record of Dr. David Kennedy's Favorite Remedy, it becomes a duty to recommend its use in unequivocal term to every reader of this journal whose complaint comes within the list of ailments which this remedy is advertised to cure. We have obtained such overwhelming proof of the efficacy of this specific—have so satisfactorily demonstrated its curative powers through personal experiments—that a care for the interest of our readers leads us to call attention to its great value."

JAMES H. MONTGOMERY, M. D.

Druggists sell it in New So Cent Size and the regular $1.00 size bottles.

Sample bottle—enough for trial, free by mail.

Dr. David Kennedy Corporation, Rondout, N. Y.

Dr. David Kennedy's Cherry Balsam best for Colds, Coughs, Consumption. 25c, 50c, $1.00.

Special Bargains!

For the next 30 days we offer our entire line of

Fall and Winter Woolens,

Comprising the best goods and styles to be found in foreign and domestic fabrics, at 15 per cent. less than our regular prices. This we do in order to make room for our Spring and Summer styles, which we will receive about Feb. 15. I guarantee the make-up of our goods to be the best and to give general satisfaction.

J. K. McLENNAN,

184 Thames Street,

NEWPORT, R. I.

Farmers & Gardeners

Attention!

GARDEN SEED.

The large increase from year to year in this department has proven that the

H. C. ANTHONY'S SEEDS,

are reliable. They have been tested and have proven first quality in every respect. This talk about local grown seed not being good has been worn threadbare. Some kinds of seeds grown on this island are of the very best, but all kinds of seeds that are planted to raise seeds from, cannot be raised successfully in one locality. This is one of the reasons why Mr. Anthony's seeds are of the best. What seeds our soil is adapted to are raised here; the others are raised by him in other localities.

None are better.

For sale by

Fernando Barker,

BROADWAY, NEWPORT, R. I.

Flagg's Bargain Store,

12 FRANKLIN STREET,

OPP. P. O.

Gray Enameled Ware Prices.

10 Quart Dish Pan	55c
2 Quart Milk or Rice Boiler	70c
1 Quart Sauce Pans	15c
2 Quart Sauce Pans	18c
2½ Quart Sauce Pans	23c
3 Quart Sauce Pans	25c.
3½ Quart Sauce Pans	30c.
1½ Quart Preserving Kettles	23c.
2 Quart Preserving Kettles	25c.
½ Quart Preserving Kettles	80c.
1 Quart Pudding Pans	15c.
2 Quart Pudding Pans	18c.
1½ Quart Pudding Pans	23c.
3 Quart Pudding Pans	25c.
3½ Quart Pudding Pans	28c.
9 Inch Pie Plates	10c.
3 Quart Coffee Pots	80c.
2 Quart Tea Pots	50c
3 Quart Tea Kettle	65c.
Wash Basins	20c.
Drinking Cups	10c.

The above goods are all guaranteed, and the Best Enameled Ware in the market.

CHICHESTER'S ENGLISH

PENNYROYAL PILLS

Original and Only Genuine. SAFE. Always reliable. Ladies, ask Druggist for CHICHESTER'S ENGLISH in RED and Gold metallic boxes, sealed with Blue Ribbon. Take no other. Refuse Dangerous Substitutions and Imitations. Buy of your Druggist, or send 4c. in stamps for Particulars, Testimonials and "Relief for Ladies," in letter, by return Mail. 10,000 Testimonials. Sold by all Druggists. Chichester Chemical Co., Mention this paper. Madison Square, PHILA., PA.

WATER.

All persons, desirous of having water introduced into their residence or places of business, should make application at the office, Marlboro street, near Thames.

Office Hours from 8 a. m. to 2 p. m.

WM. S. SLOCUM, Treasurer.

SANTAL-MIDY

These tiny Capsules are superior to Balsam of Copaiba, Cubebs or Injections and CURE IN 48 HOURS the same diseases without inconvenience.

Sold by all Druggists.

THE CLEANSING AND HEALING CURE FOR

CATARRH

is

Ely's Cream Balm

Easy and pleasant to use. Contains no injurious drug.

It is quickly absorbed.

Gives relief at once.

It opens and cleanses the Nasal Passages.

Allays Inflammation. Heals and Protects the Membrane. Restores the Senses of Taste and Smell. Large size, 50 cents at Druggists or by mail; Trial size, 10 cents by mail.

ELY BROTHERS, 56 Warren St., N. Y.

CATARRH

COLD IN HEAD

Cushing's Call on the Enemy

A FORTIETH ANNIVERSARY WAR STORY

February 1864

[Copyright, 1904, by G. L. Kilmer.]

A BAND of less than a dozen men threw the whole Confederate garrison at Wilmington, N. C., into a fright the night of Feb. 26, 1864, by landing from rowboats on Cape Fear river between two forts and raiding the headquarters of General Hebert, the Confederate commandant of the district invaded. The Confederates were long in ignorance as to the identity of the midnight marauders, but of one thing they were certain—the raid was an attempt to capture General Hebert and would have succeeded but for the fact that, like the famous Lord Erskine during the "Battle of the Kegs," he happened to be passing the night away from home.

The fact that the marauders actually penetrated to the very heart of the citadel, with a thousand armed enemies encamped all about, was in itself startling, but that was not the most hazardous feature of the enterprise. General Hebert's post was an interior one, with outposts on land and water for miles in all directions. Cape Fear river was within Confederate territory and had been from the beginning of the war. It was patrolled by Confederate gunboats and guarded by forts at the mouth and around Wilmington, close to the scene of the raid.

One reason given by the Confederate naval commander in those waters for not maintaining a better patrol was that his men could not be trusted alone in small parties. A few nights before the raid six North Carolina soldiers sent out under orders in a rowboat had deserted and escaped down the river. It was supposed by the Confederates that these deserters had a hand in the raid upon General Hebert. They were not of the party, although they may have given the bearings to the Yankee sailor boy who designed the swoop and in person executed the most dangerous feature involved, Lieutenant W. B. Cushing. Cushing was not at that date a stranger to the North Carolina waters, neither a tyro in "deeds of derring do." In the restless and venturous career of the hero of the Albemarle, whose motto was, "Impossibilities to the timid," this feat was merely an episode. It was undertaken in a spirit of bravado to prove to his chief that a certain plan he was maturing still more hazardous and of greater importance in a military sense was feasible. The fleet commander under whom Cushing served having expressed his doubt as to the wisdom of the plan because of

CUSHING DRAGGED FROM THE BED A DAZED SLEEPER.

its seeming impossibility, the brave lieutenant declared that he would bring the Confederate general on board the flagship to breakfast with the admiral.

With twenty sailors of his own choosing manning two rowboats Cushing entered Cape Fear river, pulled past Fort Caswell and the land batteries at Baldhead guarding the mouth of the river and landed opposite the hamlet of Smithville, where the Confederate headquarters were located. Hiding his boats, with their crews, within twenty-five yards of a Confederate shore battery, he went with but two companions to the house occupied as private quarters by General Hebert and on the way passed through the main street of the village. Around the house there were 1,200 Confederate soldiers sleeping in their barracks.

It was fully midnight before the house grew still and the lights went out. Cushing left his comrades on watch at the porch and, entering the unbolted door, crept upstairs to the general's room, which had been located for him by a negro familiar with the premises. With his hand on the general's door he was startled by a crash below and a loud outcry from one of his men. Springing down the steps, he discovered that his comrades, in overconfidence, had alarmed the adjutant general, who hoisted a window and suddenly brought it down with a bang upon a Yankee's revolver and the wrist of a Yankee arm which held the ugly weapon in his very face.

The alarm was out, and Cushing must act quick or lose the game. He instantly leaped into the room with a lighted taper and dragged from the bed a dazed sleeper, who proved to be Hebert's chief engineer, Captain Kelly. From Kelly he learned that the chief was not in his usual place that night.

The Confederate adjutant general, after encountering the revolver at the window, had taken precipitate flight from the scene of danger, leaving the drowsy and luckless captain as the next best substitute for the more distinguished prisoner to grace the Yankee admiral's board next morning. Hebert's headquarters desks were rifled of official papers and plans, and while alarm cries sounded through the camp and drums beat the long roll in the forts Cushing and party, with the surprised Captain Kelly under guard, were in the middle of the river dropping down stream as noiselessly as they came.

When Hebert reached his quarters the day after the midnight visit he was met by an orderly bringing in from a flag of truce at the outposts the following message of regret:

My Dear General—I deeply regret that you were not home when I called. I inclose my card. Very respectfully,

W. B. CUSHING.

Cushing's nerve at the trying moment of execution was fully equal to his boldness in planning, and this combination of traits was just the service needed in the peculiar warfare of the North Carolina waters. His services were not, however, solely those of a free lance. Ordinarily he was on routine duty, according to his rank, sometimes volunteering and sometimes being chosen by his superiors for fugitive exploits. Some months before the raid on General Hebert he had passed over the same route in a cutter with two officers and fifteen men, gliding by the forts and Hebert's camp without discovery. On this trip, which was also undertaken in the night, his boat nearly collided with a Confederate blockade runner putting to sea from the port of Wilmington and also with a Confederate guard boat encountered in the river.

The night was very dark until the cutter came to a fortified bluff known as the Brunswick batteries, when the moon suddenly emerged from a cloud and disclosed the strange craft to the enemy's sentinels on shore. Firing a few shots at the cutter, the sentinels alarmed the sleeping garrison. Cushing directed his men to pull for the opposite shore, out of range, and proceed up the river. Before reaching Wilmington, which was the destination of the raiders, the boat was beached and secreted in a marsh, and the party lay all day in hiding, watching the passing blockade runners.

After dark on the second night the cutter again took to the wave and captured two rowboats filled with men, who proved to be fishermen from Wilmington. Cushing promptly impressed the strangers as guides and with their aid reconnoitered all the forts and batteries along the river. In his wanderings along shore Cushing struck the highway between Wilmington and Fort Fisher, the famous Confederate stronghold at the mouth of Cape Fear river, and lay in wait to capture the enemy's mail between those points. The carrier from Fort Fisher was secured, but the Wilmington man, on approaching the strange party, suspected mischief and turned back. Cushing mounted the horse of the captured postman and chased the runaway almost to Wilmington.

During Cushing's absence on the wild chase one of his sailors exchanged clothes with the captive postman and went to the Wilmington markets to get food for the raiders, who had made a long fast and were desperately hungry. This trip gave him a chance to gossip with citizens and gain knowledge of the enemy.

Cushing on his part had discovered that the Confederate ram Raleigh, lying at Wilmington, was a hopeless wreck; that the ram North Carolina was useless for battle because her depth didn't admit of passing the bar at the mouth of Cape Fear river to engage the Federal blockading ships and certain torpedo boats, much dreaded by the Federals, had been destroyed by their owners during a scare to keep them from falling into the hands of the enemy. This information was the object of the daring raid.

After destroying the telegraph lines Cushing returned to his boat, sent the prisoners adrift and started down the river. On the way to sea the cutter was headed off by a Confederate gunboat and several small boats filled with men. It was night, and, although the moon shone bright, Cushing managed to turn and double on his pursuers until he got the start of them and by vigorous rowing dashed into the breakers at the North Carolina shoals, where the enemy dare not follow. The cutter was so heavy that she rode the breakers gallantly and escaped to the Federal fleet. On this trip Cushing passed two days and three nights within the enemy's lines. It is not strange that he ventured into the same region a second time, but what of the enemy who allowed him to get off so easily?

GEORGE L. KILMER.

TO CURE A COLD IN ONE DAY

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

CASTORIA.

Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

Natural Selection.

Doodle—She was a very beautiful girl—tall, willowy, and had a lot of fellows coming to see her. Which one did she marry?

Poodle (disappointed suitor)—The rest, of course.—Cleveland Leader.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher.

HEROES OF THE SURF

UNCLE SAM'S LIFE SAVING SERVICE THE BEST IN THE WORLD.

How the Crews Are Organized and the Work They Perform—Saving of Life and Property—The Head of the Bureau.

The disasters wrought on our coasts by the storms of winter make hard work for Uncle Sam's army of life savers, which is ever on the alert to relieve distress. Doubtless the majority of the citizens of this republic are unaware that the United States government is the only one in the world which maintains a life saving service. Even England has no such organized service as we have, her lifeboat system being supported by voluntary contributions, and her rocket service is maintained by the board of trade.

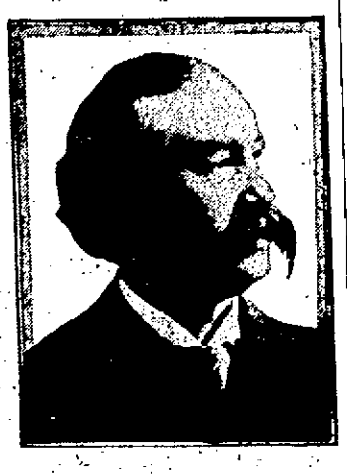
The United States life saving service covers 270 stations in all. Of these 195 are placed on the Atlantic and gulf coasts, 58 on the shores of the great lakes, 16 on the Pacific and 1 at the falls of the Ohio at Louisville, Ky. The active season on the Atlantic is for the most part from Aug. 1 to May 30, on the Pacific and at Louisville the entire year and on the lakes during the season of navigation.

A life saving crew generally consists of the keeper and from six to eight surfmen, although the number depends somewhat on the nature of the service they are to perform. A surfman must be a citizen of the United States, able to read and write the English language, physically sound, a good swimmer and an experienced boatman.

The keeper is the captain of the crew, over which he has control. His position is one of great responsibility, requiring cool judgment and unflinching courage. He must be trained in his vocation, a master of boat craft and surfing, of good habits and able to command the respect of his men.

The routine life of the crews of the life saving stations is not an enviable one. For their work the surfmen receive $65 per month during the time they are on duty, and the keeper has an annual compensation of $900. Once every day a drill must be gone through. Everything that is to be of use in reaching and succoring a vessel in distress is made a part of the practice.

The surfmen are on duty from sunset to sunrise and, if the day be cloudy, throughout the twenty-four hours. Throughout the night the entire coast



S. L. KIMBALL.
(Superintendent of the life saving service.)

is patrolled, a man from each station setting out to meet the man from the next station halfway. After number cards have been exchanged they return to their respective stations. On patrol a man carries with him a set of Coston signals—light signals of different colors—with which he may warn unwary ships of danger or send messages to vessels in distress.

Of the principal appliances used for saving life from shipwreck the first is the cedar boat, which is the only boat that has been found suitable for launching from flat beaches. It is about twenty-five feet long, and as many as fifteen persons have been landed from one in a bad sea. Another contrivance is the self-righting and self bailing boat. It is only adapted for use along steep shores or where it can be launched directly into deep water.

When the use of a boat is impracticable resort is had to the life line gun. It throws an eighteen pound projectile, to which is fastened a shot line. A range of nearly 700 yards has been obtained, although in most instances the gun is not called upon to cover a range of more than 400 yards. When the line is fired over the vessel either the breeches buoy or the life car is sent off to accomplish the rescue. The breeches buoy is a circular life preserver of cork, to which short canvas breeches are attached. Of the thousands of times it has been used at wrecks only once or twice has any one been thrown from it while on the way to shore.

The story of the development of the United States life saving service is also the record of the life work of Sumner I. Kimball, chief officer of the bureau, whose wise and untiring labors in this field have earned him a place among the benefactors of mankind. When he was made superintendent of the service in 1871 it had slender existence except on paper. Mr. Kimball reorganized it and prepared a code of regulations for its control. The station houses were repaired and equipped with the best life saving devices, and a thorough system of inspection and patrol was inaugurated. Mr. Kimball is a native of Maine and is in his sixty-ninth year.

Since the reorganization of the service in 1871 by Mr. Kimball property to the value of $146,000,000 has been saved within the scope of station operations, and the number of persons saved has averaged 3,126 a year. It costs about $1,250,000 annually to run the bureau.

"I'll," asked the man with the two chins, "what do you want to go bothering the heathen for? Aren't the heathen perfectly happy and contented?"

"But," asked in return the man with the lantern jaw, "doesn't that very fact show there is something wrong with them?"—Clon. Enquirer.

Missionaries in the Far East.

In view of the present situation in the far east, with the probability that Korea will be the main field of conflict between the Russian and Japanese land forces, the Missionary Society of the Methodist Episcopal Church is providing for the safety of its missionaries. On Jan. 21, the following cable message was sent to the Rev. Stephen A. Beck, at Seoul: "Wire us if there is any immediate danger to persons or property in our Korean Mission. The Board recommends caution." No answer to this despatch was received, which was a favorable indication. The following message was sent by cable Feb. 9, "The Mission is advised to act prudently. Secure the safety of women and children."

The Methodist Episcopal Church now has 33 missionaries in Korea, 13 of whom are supported by the Woman's Foreign Missionary Society. The following is a complete list of these missionaries with the cities where they make their headquarters:

Chemulpo:—Rev. Carl Crichett, of London, Mich., Rev. Elmer M. Cable of Iowa and Mrs. Myrtle (Elliott) Cable.

Pyeng Yang:—Rev. Arthur L. Becker, of Reading, Mich.; Rev. E. Douglas Follwell, M. D., of New York City and Mrs. Mary (Harris) Follwell, Rev. John Z. Moore, of St. Clairsville, O., Rev. Charles D. Morris and Mrs. Louise (Ogilvy) Morris, Rev. W. Arthur Noble, of Pennsylvania and Mrs. Mattie (Wilcox) Noble.

Seoul:—Rev. Stephen A. Beck, of Nebraska, and Mrs. Margaret (Johnston) Beck, Rev. George M. Burdick of Crown Point, N. Y., Mr. N. D. Chew of Colorado Springs, Colo., Rev. William B. McGill, M. D., of Colorado and Mrs. Elizabeth (Johnson) McGill, Rev. Robert A. Sharp and Mrs. Alice (Hammond) Sharp, Rev. Wilbur C. Swearer, of Beaver, Pa.

WOMAN'S FOREIGN MISSIONARY SOCIETY.

Chemulpo:—Miss Mary R. Hillman, of Newark, O.

Pyeng Yang:—Miss Ethel M. Fatey of Waterville, N. B., Mrs. Rosetta S. Hall, M.D., of Liberty, N. Y., Mrs. Ester Kim Pak, M. D., Miss Henrietta Robbins.

Seoul:—Misses Mary H. Cutler, M. D., of Pomeroy, Ia., Margaret J. Edmunds, of Toledo, O., Emma Ernsberger, M. D., of Cincinnati, O., Lulu E. Frey, of Bellefontaine, O., Minerva Guthapfel, of Germantown, Pa., Ella A. Lewis, of Philadelphia, Pa., Josephine O. Paine, of Boston, Mass.

The following Methodist missionaries to Korea are in the United States on furlough:

Rev. Dazell A. Bunker and Mrs. Annie (Ellers) Bunker, M. D., Sherman, N. Y.; Rev. George Heber Jones and Mrs. Margaret (Bengel) Jones, 275 Dudley ave., Utica, N.Y.

The last letter which came to the office of the Missionary Society from Korea was dated Seoul, Jan. 1, and was from the Rev. W. A. Noble, who made the journey from Pyeng Yang and expected soon to return to his station. Mr. Noble wrote as follows concerning the situation: "I have been here in Seoul nearly two weeks. Having looked over affairs here am able to make my regular report. On the way down from Pyeng Yang I made a trip through considerable of the West District. The general conditions there, as well as elsewhere, are good. However, all our work is much affected by the general disturbed condition of the country. It is difficult to keep the Christian groups out of political questions. We are expecting Japanese troops to land in two or three days. They are needed here to keep the Korean soldiers in order, in case war should be declared. The American Legation guard is expected to arrive to-morrow. We apprehend no danger after troops arrive, unless it be in the interior. American missionaries have been directed by the American authorities not to travel in the interior. I shall have to leave on Monday, however for Pyeng Yang. If there should be trouble or danger from mobs, I shall need to be back in the north. It is said by authorities here that the coming ten days will settle the Eastern question. Before this reaches you the cables will tell you vastly more of our affairs than any one can tell now. It does not seem at present that Korea will figure at all in any coming military movement. It is said that the Korean king is planning to flee to the Russian Legation in case the Japanese troops enter the city. In that event, there seems no doubt that the Japanese will end the dynasty. The government is friendly to Russia, but the mass of people are pro-Japanese. There are no Russian troops in Korea as far as we have any information."

During the last twenty years, by the Patent Office record, Connecticut has led every State in the country in inventiveness, except in four separate years when it stood second in the list. There is scarcely an article in common use about your house that is not made in Connecticut, from the hinges and locks on the door to the billiard-table, the clock on your mantel, the sewing-machine in the workroom, your silverware, your gun, your bicycle, or automobile, your piano and piano-player, and many such simple things as axes, nails, kitchen hardware, knives and forks and needles and chains. If there be anything that you cannot trace to Connecticut, you will find that the machinery for making it or the first shaping of raw material came from this State. The letter-box you pass on the way to your office and the typewriter in use there, the ship in the harbor, and the railroad train you ride in, all have the Connecticut stamp on them somewhere. The Connecticut Yankee, it seems, can make anything from a wooden nutmeg up.

Miss Beemer—Who is your favorite poet, Mr. Weaver? Weaver (who is addicted to versifying)—Really, don't you know, I think it might appear egotistical for me to answer that question frankly.—Boston Transcript.

His Mother—"When that little boy threw stones at you, why did you not come to me?"

Little George Washington—"Well, I guess I can throw them back better'n you can."

Jack—You've heard about the escaping criminal who stepped on a slot machine and got away? Macky—Yes, that's old. Jack—Well, even the bloodhounds couldn't get his scent.—Yale Record.

Softleigh—I've—er-got a cold in me head, or something, doocher know. Miss Cutting—Well, if you have anything there it must be a cold.—Chicago Daily News.

There are about 11,000,000 Catholics in the United States.

The Wall Street Journal.

The National Financial Daily Newspaper.

Reveals the News and Facts governing Values.

Studies underlying causes of Market Movements.

Reviews, analyzes and criticises Railroad and Industrial reports.

Has complete tables of Earnings of Properties.

Quotes active and inactive Stocks and Bonds.

Records the last sale of bonds and the Yield on Investments at the Price.

Answers without charge, inquiries concerning investments.

One who daily consults THE WALL STREET JOURNAL is better qualified to invest money safely and profitably and to advise about investments than one who does not.

Published daily by DOW, JONES & CO., 41 Broad Street, New York. The Oldest News Agency of Wall Street. $12 a Year, $1 a Month.

Investors Read the Wall Street Journal.

JAMES P. TAYLOR,

139

Thames Street,

DEALER IN

Clothing

—AND—

GENTLEMEN'S

Furnishing Goods.

AGENT FOR

Rogers, Peet & Co.'s

CLOTHING.

E. L. Doucette & Co.,

BROKERS

—AND DEALERS IN—

LOCAL STOCKS,

Investment Securities.

233 Thames Street.

Pianos to Rent

FOR THE SEASON.

A Large Stock to Select from.

Fine Stationery,

Fine Linen Paper

Cream Wove & Laid,

AT 30c. PER POUND.

Agency for the Mason & Hamlin Organs.

JOHN ROGERS,

210 Thames Street.

Now Ready.

The Many Adventures of

FOXY GRANDPA

Including all the merry pictures contained in the two volumes, entitled "Adventures of Foxy Grandpa" and "Further Adventures of Foxy Grandpa."

Mr. Schultze said to me one day at lunch: "What do you think of a series of comic drawings dealing with a grandfather and his two grandsons?"

"Let the grandfather be the clever one of the trio. In most of the other cases the young folk have been smarter than the old people upon whom they played their jokes. Let's reverse it."

The next morning he came to my office with sketches for half a dozen series, and with the name "Foxy Grandpa" in his head.

The success of the series in the New York Herald was instantaneous, for who has not heard of "Foxy Grandpa" and "Bunny"?

The jolly old gentleman, dear to grown people as well as children, might almost be called the Mr. Pickwick of comic pictures.

EDWARD MARSHALL.

To Grandfathers Who Are And
To Those Who Are To Be,
I Merrily Dedicate This Book.

"BUNNY."

Sent postage paid on receipt of ONE DOLLAR in currency or postal order; no checks received.

L. R. HAMERSLY CO., 49 Wall St., N. Y.

11-22-1f

Last Call!

We have a few copies left of

RECOLLECTIONS

—OF—

OLDEN TIMES

by the late

THOMAS R. HAZARD (Shepherd Tom,

containing a history of the

ROBINSON, HAZARD & SWEET FAMILIES.

This rare work is now out of print and no over twenty-five copies remain in the publisher's hands. It will not be re-printed.

If you wish a copy of the best work of Rhode Island's most interesting writer, you will do well to send your order AT ONCE.

Price, three dollars. Sent post paid to any address on receipt of the price.

Address

MERCURY PUBLISHING CO

Newport, R. I.

Established by Franklin in 1758.

The Mercury.

Newport, R. I.

JOHN P. SANBORN, Editor and Manager.

Saturday, February 20, 1904.

The death of Senator Hanna is a great loss to the country. He was in many respects a remarkable man. His great energy and skillful political management made McKinley President. He will be missed in the coming Presidential campaign.

Three American cruisers have gone to the seat of war for observation purposes. The cruiser New Orleans left Cavite for Chefoo and the cruisers Frolic and Raleigh are bound for Shanghai. The cruiser Tacoma is likely to be ordered from San Francisco to the far East.

The Japanese seem to be steadily gaining on their Russian adversaries and it looks as though they were both better sailors and better soldiers. The latest reports are to the effect that Port Arthur is besieged on all sides, and the Russians must in time either surrender or starve.

A disastrous fire in Hanover, N. H., Thursday destroyed Dartmouth Hall, one of the oldest college buildings in the country. It was built one hundred and ten years ago, and was a building dear to the heart of every Alumnus of that famous college. Steps will be taken at once to rebuild on the same general plan as the old building.

Mr. John H. Campbell, the postmaster of Phenix, proprietor of the Pawtuxet Valley Gleaner, whose funeral took place on Monday, was a member of the New England Order of Protection. He was insured in that order for $5,000 and on Wednesday, two days after the funeral, the draft for that amount was forwarded to his widow. That is what might be called quick payment.

The friends of the young Democratic leader, John J. Fitzgerald, ex-mayor of Pawtucket, are grooming him for governor next fall. They say they are not to be beaten this time, but that they are going into the convention fortified with all the votes needed. It is rumored that they have captured the Newport Democratic leaders by offering a young and brilliant Democrat in this city the lieutenant governorship. They think that combination will prove a drawing card.

The finance committee of the House has reported one hundred thousand dollars for the improvement of the roads of the State, the money to be spent along the same lines and continuing the work begun last year. In order to make the work already done of permanent benefit to the State money must be appropriated each year for a number of years. If this work is kept up as it should be, it will not be many years before this State will have roads to be proud of. At present she is behind all the other New England States in this respect. The movement so well begun last year should by all means be carried on till Rhode Island has as good roads as Massachusetts.

There should be no factious opposition on the part of any one to the tunnelling of College Hill in Providence. By so doing the people of Bristol and Newport Counties in Rhode Island and nearly all of Bristol County in Massachusetts, including the cities of Fall River and New Bedford, will be brought into closer relations with Providence which means a vastly increased business for that city. There is no reason why Providence should not be the commercial center not only of all Rhode Island, but of south-eastern Massachusetts and eastern Connecticut. She should do all in her power to improve the railroad facilities that bring business to her doors.

The General Assembly has held quite short sessions this week but the beginning of the busy season can be seen approaching after the annual appropriation bill is passed. The consideration of this bill by the House was made a special order for Friday. The finance committee has also reported a number of appropriations, which will be taken up next Thursday, as follows: For state highways, $100,000; for the Louisiana Purchase Exposition, additional, $35,000; for the prevention of tuberculosis, $1,500; for prevention of diphtheria, $3,500; for the commissioners of inland fisheries, $7,500. On Wednesday the House committee on elections began a hearing on the petition of David B. Reynolds of Block Island to declare "Tal" Dodge's seat in the House vacant.

The Providence Tunnel.

The New York, New Haven & Hartford Road has taken the preliminary steps looking to an improvement of its transportation facilities which meets with the unqualified approval of the people of the state, and especially of those residing in Newport and Bristol counties who ever have occasion to go into Providence for either business or pleasure. The company proposes to construct a tunnel under College hill in Providence, with a capacity for four tracks, in order that the trains on the Fall River branch may be run direct into the Union station without change. This enterprise will cost upward of two million dollars but the company stands ready to spend this amount when the necessary permission can be secured. A bill has been introduced into the General Assembly granting the desired permission, and this week a public hearing was given by the judiciary committee, at which no opposition was manifested, although the city of Providence gave notice of its intention to protect its own interests, but as the road is perfectly willing to defer to the wishes of the city as to location and so forth, there is no reason to expect hostility to the project from that quarter.

The tunnel when completed will be one of the greatest steps forward in the history of railroading in this state. The advantages to Newport can be seen at a glance for the greatest annoyance and inconvenience of a trip to Providence by rail have been the transferring to the street cars at Foxpoint and the slow ride up into the heart of the city. It has long been the wish of Newporters that they might be landed at the Union station without a change of cars.

It is the intention to equip the tunnel with four tracks, two for the through traffic between New York and Boston, and two for local travel. The congestion of the tracks between Providence and Pawtucket has made imperative the choice of another route for the New York-Boston travel, and when this is accomplished it will be perfectly feasible to run through cars from New York to Newport without botthering with a change to steamer at Wickford.

It is to be hoped that the General Assembly will see fit to pass this bill as speedily as may be that there may be no delay in beginning the work of construction. The city of Providence has nothing to lose by such an enterprise and everything to gain as it will vastly increase the business that will go to that city from all the smaller cities and towns reached by the New Haven road.

A Foregone Conclusion.

A financial exchange in discussing the Presidential outlook says: The fear that has prevailed to a large extent among business men that the presidential election of this year would involve some blow to confidence and create a scare that would affect the money and stock markets, appears to be passing. The political situation is clearing. There is much less doubt than there was six months, or three months, or even a month ago. The outcome of the election seems to be already very well assured by most keen observers of the situation.

The Republican opposition to President Roosevelt has absolutely collapsed. His political enemies and his financial opponents are both "on the run." There is no longer any doubt whatever as to his nomination by the Republican national convention; and it may safely be predicted that that nomination will be by a unanimous vote. No other candidate is in field, and his enemies within his own party have been unable to combine upon any one calculated to secure popular support. The financial interests that have been opposed to him have served only to increase his strength. They have carried on their campaign against him with conspicuous unwisdom, and they are now forced into the position where they must either give their support to him or else to the Democratic candidate: and their support of the Democratic candidate might as well be as beneficial to Roosevelt in the fight before the people as their opposition to him has been in the contest for the nomination.

On the Democratic side there has been a procession of candidates paraded before the public eye, with the view of testing their strength, but not one of them has as yet shown the required "form." It is generally believed that there is only one Democrat in the United States who could put up a contest with President Roosevelt with any prospect of success, and that man is Grover Cleveland, whose candidacy is very doubtful, in view of his letter absolutely refusing to be considered in that connection, and in view of the bitter opposition against him on the part of the Bryanites. The only Democrat who has displayed thus far any large degree of consistency and courage is Mr. Bryan himself, and while he may very likely prove to be a powerful factor in the Democratic convention, his continued advocacy of free silver would make him a hopeless candidate. Senator Gorman has met with a decided defeat in his own State, and his attempt to combine the Democratic minority in the Senate against the Panama canal treaty has resulted in complete failure. His prestige has been seriously impaired. Judge Parker has been weighed and found wanting in those qualities which command success in national politics. Mr. Olney has been warmly advocated, but he is himself for Cleveland. The only man who has really developed formidable strength is William Randolph Hearst. His candidacy, which some time ago appeared in the light of a huge joke to some people, has now turned out to be quite a serious affair. By the liberal use of his wealth, by the aid of his newspapers, and by his catering to certain elements in the ranks of organized labor, Mr. Hearst has actually established himself in a position of some political importance, and he will be a figure of no mean proportions in the next national Democratic convention. It is the belief of political experts generally that President Roosevelt's election in November, barring accidents which no man can foresee, is already almost assured.

This being the situation, the business man is able to form a reasonable idea of where he stands this year so far as his business is influenced by political conditions. He knows what President Roosevelt stands for, and is able to adjust his affairs accordingly. Moreover, it may be added that President Roosevelt stands for those things which are now most needed to make the conditions of business in this country more secure for the future. That his policies in regard to the corporations have caused temporary unsettlement of values may be true, although there is every reason to believe that the liquidation of last year was more the result of a reaction from the excesses of finance itself than as the result of any action on the part of the administration. But President Roosevelt has shown the courage and the wisdom to stand against the extreme tendencies of both organized capital and organized labor, and he represents that great middle class of American people who, while standing for law and for order, for organization and for vested rights, are opposed both to monopoly of wealth and monopoly of labor.

Brown Union Opened.

One of the most noteworthy events of many years in the social life of Brown University occurred Tuesday evening at the housewarming given by members of the Brown Union in honor of the formal opening of Rockefeller Hall, the recently completed social and religious building. At the invitation of the Union about two thousand members and friends of the University including Governor Garvin and many prominent people of the city and state, assembled in the spacious hall to "inspect" the various features of the building. It was a gay and brilliant gathering. No opportunity had previously been given to others than members of the University to view the interior of the building which is such an important addition to the social life of the college, and hundreds of mothers and sisters and friends were eager to see for themselves the charms of the new club house which the students have been so fond of describing. And on all sides were heard praises of the simple dignity and beauty of the interior treatment of the hall. Among the features of the evening were concerts by the Mandolin and Banjo Club and the Glee Club, and a dance of several numbers. Music was furnished throughout the evening by the Brown Symphony Orchestra. The patronesses were Mrs. William Goddard, Mrs. Henry T. Grant, Mrs. Albert Harkness, Mrs. Colgate Hoyt, Mrs. Charles Matteson, Mrs. George O. Metcalf, Mrs. Stephen O. Metcalf and Mrs. Horatio N. Slater.

The third annual Brown Banquet will be held about the middle of April. It will probably be held in Sayles Hall this year, as the gymnasium was not large enough to accomodate the guests last year. An influential committee is hard at work on the plans for the event, and strenuous efforts will be made to obtain some of Brown's most famous alumni as speakers.

N. Y., N. H. & H. R. R.

This road has made great changes in its management during the past year. A new president, Charles S. Mellen, has been elected, two new vice presidents and a new secretary. Says an exchange: With Percy R. Todd as first vice-president, the four most important positions in the New Haven are filled with railroad men of the new advanced and aggressive type, men who in a certain sense have divorced themselves from the old time conservatism of New Haven formerly predominant in her executive officers.

President Mellen has instituted many new methods of transacting business since his advent to the executive head of the system.

He is now concerned with the question of competing successfully with the numerous electric roads that parallel certain sections of his road.

Mr. Mellen is even now considering the advisability of suggesting to the directors that the name of the road be changed to the New York & Boston Railroad. During the old regime a suggestion of this sort would have been considered visionary and idealistic.

The six months' statement of the company's operation is very satisfactory, and is only exceeded by the returns for the banner year of 1901. This is all the more creditable when it is remembered that the last quarter of 1903 gave the poorest net returns for that since 1899. This was caused by the large increase in operating expenses during that quarter. The six months' net and six months' surplus are very excellent, and are largely in excess of the figures for the corresponding six months of 1902.

Weather Bulletin.

Copyrighted 1904 by W. T. Foster.

WASHINGTON, D. C. Feb. 20.—Last bulletin gave forecasts of disturbance to cross continent February 19 to 24, warm wave 18 to 23, cool wave 22 to 28. Next disturbance will reach Pacific coast about 25, cross west of Rockies by close of 26, great central valleys 27 to 29, eastern states Mar. 1. Warm wave will cross west of Rockies about 25, great central valleys 27, eastern states 29. Cool wave will cross west of Rockies about 28, great central valleys Mar. 1, eastern states 3.

The important feature of this disturbance will be a change from the cold winter blasts to a more spring-like condition. Otherwise there is nothing of much importance about it. The storm wave due to reach meridian 90 about 28 will cause unsettled weather as it passes eastward but not severe or long continued. Just before and a little after the storm wave passes fine weather will prevail.

Indications are that March will be unusually boisterous with many severe storms; temperature varying according to section but as a whole averaging below normal; rainfall about normal but less in the southern than in the northern states. Severe storms will cluster around March 1, 17, and 30. Within two or three days of these dates you should watch the weather closely and take no unnecessary risks for dangerous storms may be expected on land and sea.

Washington Matters.

Opposition to President Roosevelt is Disappearing all over the Country—Important Business Transactions in Congress—Work of the Department of Agriculture—Notes.

(From Our Regular Correspondent.)

WASHINGTON D. C., Feb. 15, 1904.

Assurances continue to be received at the White House that there is practically no opposition to the nomination of the President at the Chicago Convention. Ex-Senator Manderson of Nebraska says the entire West is for Roosevelt. The same news comes from the Eastern states, and a prominent lawyer from Connecticut in Washington this week said that in that state Democracy is as dead as a door nail. The President is very busy having many things to look after. He does not expect an early adjournment of Congress and will be unable to leave Washington to attend banquets and make speeches. He will have his little walk of 8 or 10 miles and is in splendid health. On the 12 inst. he issued a proclamation of neutrality towards Russia and Japan, and announced the law which forbids Americans from entering the service of either combatant. The President has been assured that the Panama treaty will be ratified in a few days. Relying upon this belief he is now carefully considering the personel of the canal commission, and Attorney General Knox is examining the Spooner act to see if it gives the President full authority to issue bonds to raise the needed money and appoint the commission. Thus far Admiral Walker, Gen. George W. Davis and Isham Randolph of Chicago have been named for the canal commission. The new pension bill excites much interest at the White House, but it will be some time before the committee on invalid pensions reports to Congress.

Both of the pure food bills are now before the Senate, and manufacturers of food products favor the bill since in many instances it will relieve them from oppressive State laws. The Senate committee on commerce will report on the 18th inst. that the nomination of Dr. Crum as collector of the port of Charleston, S. C., be confirmed. The United States Navy will cost nearly $100,000,000 next year. It is not likely that a vote will be reached on the eight-hour law. The proposition with which the territorial committee is now laboring is to admit Oklahoma and Indian Territory as one State and New Mexico as another (under some more appropriate name, it is hoped), and leave Arizona out in the cold for another year or two.

The House committee on the reform of the civil service is engaged in investigating the existing conditions in the departments at Washington. Commissioner Ware of the Pension Bureau is in favor of employing bright young men since he can get more work out of them. He has put into the bureau 150 young men, reducing the average age of the employes to between 51 and 52 years. Some of his men are over eighty years of age. He would have the government fix an age for clerks to retire. At the present the commissioner is engaged in "getting old chunks out of the wood pile," i. e., is clearing up old cases. There are pending in the bureau 240,000 applications.

A very valuable, practical and gigantic work is being incubated by Prof. Spillman, agrostologist to the department of agriculture, for the St. Louis fair. It will be when hatched a physiographic out-of-door crop map of our entire country,—an object lesson showing what grows in the different states. A small patch of earth will represent each state, the one for Illinois being 75 feet long. Delaware and Rhode Island will be as large as a sofa cushion. The District of Columbia will be too small to be seen. The Southern states are to be planted with cotton, beans and tobacco; Vermont with maple sugar, Maine and Minnesota with pine trees; and Arizona, which has but one half of one per cent. of fertile farm land is to bloom like the rose, with 43 per cent. of alfalfa, 30 of wheat, 10 of barley, 10 of corn, etc. This will impress foreigners immensely and induce a healthy emigration to the arid sand wastes of that far-off region. It should be explained that an "agrostologist" is one who agrostologizes.

The department of state is very active, and Secretary Hay is ably looking after the affairs of collective humanity. He note to the powers suggesting that the integrity of China must be preserved whatever the result of the war, is regarded as a blow to Russia. He also proposes that England, Germany and France shall assist the United States in limiting the sphere of actual hostilities; but it is not proposed to enforce this suggestion vi et armis. These propositions are purely benevolent, in the interests of the whole world. The prospect is that the United States will soon be forced to establish a protectorate over Santo Domingo. The conditions there are becoming intolerable.

On the 11th inst. after several days of spirited debate, which developed much opposition to the scheme, the house voted to loan the St. Louis Exposition the sum of $4,600,000. Congressman Payne, Republican leader of the House, Gen. Grosvenor of Ohio, and many other Republicans objected to the loan, contending that if the managers of the Exposition had such good security to offer they could obtain the money from banks or private individuals. It was asserted that millions of money had been sunk in permanent improvements for the benefit of St. Louis, and that in this way the city was receiving back much of the money it had put into the enterprise. Congressman Crumpacker of Indiana closed the debate with a fervid burst of oratory which elicited cheers, and the bill was adopted by a large majority. He said the fair had grown to be much larger than was at first anticipated by reason of the fact that Germany, Italy, Japan and many other nations had demanded a vast amount of room and would not exhibit unless it could be had. The opposition to the loan was confined to no party or section of the country. It is felt in Congress that booming fairs for all sorts of anniversaries and events has become a national industry; and that self-appointed commissioners who have the disbursing of the funds are not over particular how they get them or what they do with them.

A three-thousand invitation reception was given by the President on the 11th inst., in compliment to the army and navy. The secretary of agriculture gave a dinner to the President on the 9th inst. The President was delighted with the extraordinary menu: pot roast, codfish-balls, cabbage and bacon, mince and pumpkin pies, sweet cider, Indian pudding, crullers, marble cake, etc. The trial of A. W. Machin thus far, for conspiracy, has developed nothing of importance. No one will be surprised at a verdict of "not guilty."

A short sighted man always expects his neighbor to look through his glasses.

"The Paris Houses."

The March Century's leading article will be a gay picture, of "The Paris Houses" from Cleveland Moffett, with illustrations by Andre Castaigne. There are only seventy brokers in the Paris Bourse, as balanced against the eleven hundred of the New York Stock Exchange, and the three thousand of London. The Paris Bourse is a government institution, existing and operating under direct government control. The New York and London exchanges are, as every one knows, private associations, with laws that are binding upon members only because of their voluntary acceptance. Cleveland Moffett's vivid, picturesque style is well known. His story of the life and workings of this "place of maddening bewilderment" to a stranger, this "stronghold of the Seventy, the great financial machine of France," will be worth the reading. Mr. Moffett is a graduate of Yale, and was on the European staff of the New York Herald for several years. Later he was foreign editor of the New York Recorder, but for ten years has devoted all his time to magazine work.

Royal Blue Line.

WASHINGTON trips are scheduled to leave Boston Feb. 20th, March 11th-22th, April 8th-22d, May 6th, $25.00 covers all expenses for seven days trip (except supper on Fall River Line): five days in Washington at first class hotels, visit at Philadelphia; longer stop-over at Washington, Baltimore, Philadelphia and New York if desired.

FLORIDA.—March 7th, $59.50 includes all expenses going with stop in Washington, good to return until May 31st.

Drop a postal for illustrated booklet and guide to Washington to Jos. P. Taggart, N. E. P. A., 360 Washington St., Boston, Mass.

WEEKLY ALMANAC.

FEBRUARY 1904. STANDARD TIME.

	Sun rises	Sun sets	Moon sets	High water Morn	High water Eve
20 Sat	6 50	5 30	9 49	9 54	10 17
21 Sun	6 48	5 30	10 46	10 53	11 02
22 Mon	6 47	5 32	11 47	11 18	11 54
23 Tues	6 46	5 33	mo'n		12 14
24 Wed	6 44	5 34	0 47	12 54	1 22
25 Thurs	6 43	5 35	1 48	2 30	2 32
26 Fri	6 41	5 36	2 47	3 02	3 36

Full Moon, 1st day, 11h. 33m., morning.
Last Quarter, 8th day, 4h. 56m., morning.
New Moon, 16th day, 8h. 4m., morning.
First Quarter, 24th day, 6h. 8m., morning.

For Sale.

Some Excellent Bargains in Real Estate Paying 8 to 10 pr ct.

The property paying annually $264 for $2000. Another paying $864 for $4100.

OF STATIONERY I HAVE A VERY FULL LINE.

SIMEON HAZARD,

40 BROADWAY.

A. O'D. TAYLOR,

132 Bellevue Avenue, Newport, R. I.
Telephone No. 820. Office hours 9 till 6.

Farms For Sale in Middletown.

[Call or write for further particulars.]

A. West Main Road, 30 acres, house and barns, $12,000
B. Wapping Road, 36 acres, house and barn, 6,000
C. Off Honeyman Hill, 3½ acres, cottage and barn, 4,500
D. Greene Lane, 5 acres, superior house and barn, suitable for summer occupancy, 4,500

Deaths.

In this city, 19th inst., George S. Ward, aged 73 years.

In this city, 19th inst., George W. Stanford, in the 63d year of his age.

In this city, 14th inst., at the residence of her brother, John H. Murphy, 91 Washington street, Mary B. Murphy, aged 66 years.

In this city, 13th inst., John Montford, aged 44 years.

In Brooklyn, N. Y., 16th inst., B. Mason Hammett, formerly of this city, in the 70th year of his age.

In New York, 16th inst., Patrick Hearley, formerly of this city.

In Providence, 17th inst., Sarah Arnold, widow of Harrison O. G. Williams, aged 78; 17th inst., Nathaniel Rounds, aged 87; 15th inst., Esther E. Lyons, aged 87; 16th inst., Irene, widow of William M. Chase, aged 78; 16th inst., Lucy Dudley, wife of Henry E. Anthony, aged 85; 18th inst., Mary, widow of Henry Miller, aged 84; 18th inst., Mary E. Hammond, aged 76.

In Fall River, 15th inst., Betsey C., widow of Elisha D. Hathaway, in her 86th year.

For Sale.

A small farm suitable for raising poultry, etc., about one mile from city limits. There is Cottage House, large barn and several outbuildings; about 4½ acres of land. Price reasonable.

For further particulars apply to

C. H. Wrightington,

Office 34 BROADWAY. Newport, R. I.
Telephone 434.

CARTER'S LITTLE LIVER PILLS.

CURE

Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

SICK

Headache, yet Carter's Little Liver Pills are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

HEAD

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be willing to do without them. But after all sick head

ACHE

is the base of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vials at 25 cents; five for $1. Sold by druggists everywhere, or sent by mail.

CARTER MEDICINE CO., New York.

Small Pill. Small Dose. Small Price.

E. W. Grove

This signature is on every box of the genuine Laxative Bromo-Quinine Tablets the remedy that cures a cold in one day

MURDER AT BOSTON

Eugene Stafford Kills a Man Found in His Wife's Room

Boston, Feb. 18.—Eugene L. Stafford shot and killed Maynor B. Trusselle, whom he found in company with Mary C. Stafford, his wife, in her room on the fourth floor of the lodging house, 208 West Springfield street. The only eye-witness was Mrs. Stafford. The police have detained her as a witness.

The Staffords have not lived together for about 15 months. Meantime Stafford and Trusselle have had trouble over Mrs. Stafford. Trusselle was sitting in a Morris chair in Mrs. Stafford's room talking with her when Stafford entered. He had called to see his wife, and she says that on finding Trusselle with her he drew a revolver and fired. Trusselle was hit in the left side of the head.

The police made a diligent search for Stafford, but were unable to discover any clue to his whereabouts. In November, 1902, Stafford was convicted for assaulting Trusselle. At that time it was charged that Stafford, by an ingeniously worded note, succeeded in inducing Trusselle to be in a certain place at an appointed time, and when his victim appeared beat him over the head with an Indian club.

Gallagher Gets Life Sentence

Taunton, Mass., Feb. 17.—The trial of John E. Gallagher upon the charge of murder in the second degree in shooting his brother-in-law, Joseph McMahon, ended last night in a verdict of murder in the second degree. Gallagher was sentenced to life imprisonment in the state prison.

NEW ENGLAND BRIEFS

The new Colonial theatre at Lawrence, Mass., was opened with a production of "The Toreador." It has a seating capacity of 1040.

A fire that originated in the boiler room of the jail workshop at Auburn, Me., caused a loss of $1000 to the building and $2000 on the stock.

Should the negotiations now being carried on between the Rhode Island College of Agriculture and the United States department of agriculture bear the expected fruits, a survey preliminary to preparing an agricultural map of the whole state will soon be started in Rhode Island.

The stable of Herbert A. Wilder at Newton, Mass., sustained $5000 damage by fire. Four horses were burned to death and Samuel Luther, a coachman, was badly burned about the face and arms.

Rev. Fr. Fournier, rector of St. Joseph's French Catholic church, Lowell, Mass., died of cancer of the liver. He was born in Quebec 61 years ago.

Rev. Dr. Elijah Horr, a prominent clergyman of the Congregational denomination, died at his home at Malden, Mass., aged 61.

Levi W. Russell, for 35 years principal of a Providence school and an authority on arboriculture, who had much to do with the establishment of Arbor day in Rhode Island, died at Hopedale, Mass., aged 73.

Judge Lyman D. Brewster, a lawyer of national reputation, was found dead at his home at Danbury, Conn. He was born at Salisbury, Conn., in 1832.

By the terms of the will of Henry S. Barnes the Harvard Avenue Congregational church of Medford, Mass., will receive the bulk of an estate valued at more than $20,000.

Edward Swazey, for many years president and cashier of the Bucksport, Me., National bank, has filed a petition in bankruptcy. His liabilities are placed at $40,308.

Charles E. Beecher, professor of paleontology at Yale university, and a member of the governing board of the Sheffield Scientific school, died suddenly at New Haven from heart disease. He was born in Dunkirk, N. Y., in 1856.

Harry Brady, 4 years old, while coasting at Wollaston, Mass., lost control of his sled and was dashed against a telegraph pole, a hanging bolt piercing his skull. He died in a few minutes.

Several small lines of the Central Vermont railroad have been closed to traffic temporarily, owing to the inability of the road to obtain its usual supply of coal, due to the deep snow and cold weather.

The Portland, Me., Plasterers' union adopted a resolution calling for an eight-hour workday, May 1 next being named as the date for the new conditions to be inaugurated.

The Independent Tobacco Manufacturers' league was permanently organized at Boston. The new organization, it is said, will attempt to defeat the combine under the Sherman anti-trust law and the laws of Massachusetts.

The reported purchase of the Central New England railway by the New York, New Haven and Hartford road is officially confirmed.

Joseph Mason, legislator, writer of law books and for nearly a generation clerk of the superior court of Worcester (Mass.) county, died at Brookline, Mass., aged 80, from an affection of the heart due to old age.

Julia Dugan, aged 6, was thrown from her sled and under the wheels of a wagon at Somerville, Mass., and was almost instantly killed.

Julian W. Curtis, a former Yale oarsman, will be advisory coach of the Yale university crew during the coming season. C. E. Adams has been appointed undergraduate head coach.

Isaac Prouty, for 50 years identified with the manufacture of boots and shoes at Spencer, Mass., died suddenly of heart disease, aged 73.

The Massachusetts state board of education elected George H. Martin, a supervisor in the Boston schools, as secretary of the board to succeed the late Frank A. Hill. The office carries a salary of $4500.

Raider Jameson to Be Premier

Cape Town, Feb. 19.—Sir John G. Sprigg, premier of Cape Colony, who was defeated in the parliamentary election recently held in East London (which he represented for nearly 30 years), has resigned the premiership. Dr. Jameson of raid fame, the leader of the Progressives, who defeated the Afrikander Bond party in the elections, has been summoned to form a new

A CLEAR TRACK FOR JAPANESE

Will Soon Be In Possession of Southern Manchuria

RUSSIA ENTERS PROTEST

Seizure by Japanese of Chin Wang Tao, on Manchurian Frontier, Alleged to Be Violation of Chinese Neutrality—Gives Japan Opportunity to Turn Russian Positions—Vigorous Chinese Military Movement Under Way

London, Feb. 19.—Little far eastern news appears in the press with the exception of official dispatches, and the comment is made that the official reports of Viceroy Alexieff and others are remarkable mostly for what they leave unsaid. These reports attract far less attention than does the significantly frank Russian proclamation asking the people to be patient until the army is ready to strike blows worthy of the dignity and might of Russia. The threats in this document are commented upon by the British press in tones of considerable irony.

It is now believed both in London and on the continent that Viceroy Alexieff has decided to fall back upon Harbin, practically abandoning Port Arthur, Vladivostock and the whole of southern Manchuria to the Japanese, and that he is perhaps hoping that the reduction of Port Arthur and Vladivostock will occupy the enemy while he is concentrating his forces at Harbin.

At St. Petersburg it apparently is believed that the Japanese have seized Chin Wang Tao, on the extreme southwestern boundary of Manchuria, near Shanhaikwan. Russia claims that this action is a violation of Japan's agreement to respect the integrity of China proper.

According to the maps at hand it certainly is a delicate question as to whether Chin Wang Tao is in Manchuria or in the "administrative entity of China," as Secretary Hay would put it. The seizure of this point probably is with the object of turning the Russian position at Mukden and Harbin, and looks toward Pekin. Russia has filed a protest with the Chinese legation at St. Petersburg against this action.

This news if true is of importance as indicating that the movement to turn the Russians out of New Chwang actually is in progress.

A vigorous Chinese military movement, attributed to Viceroy Yuan Shi Kai, commander-in-chief of the Chinese army, is said to be under way. It is declared that 15 or 20 trainloads of Chinese troops will be dispatched from Tien Tsin to defend the Liao Tung frontier. The significance of this, if it is true, is that China will thereby recover from Russia's grip the big territory between the Liao river and the great wall, including Shanhaikwan and the New Chwang railway. Telegrams for days past have ascribed to Yuan Shi Kai active preparations to defend the Chinese frontier, and quantities of arms and ammunition from Japan are said to be arriving for the use of his troops.

Correspondents in the far east and military experts elsewhere are divided in their opinions as to where the first serious land attack by the Japanese is likely to be delivered. There is no doubt that Japan has landed large forces in Korea, at Masampo and Fusan, on the south, Chemulpo and possibly Pingyang on the west and Wonsan and Kilju on the east. The correspondents also tell of an army of 100,000 men as being on transports headed for the Yalu or the Liao Tung peninsula.

Japan at present has the Russian fleet so demoralized that she probably deems it safe to send out her transports at will, but it is very doubtful if she has 100,000 troops afloat. As to the immediate destination of such as are on transports at sea it is quite probable that some are headed for the Yalu and some for the Liao Tung peninsula, where an effort will be made to cut the railroad and isolate Port Arthur.

The correspondents of The Times and The Daily Telegraph at Tokio unite in announcing the resumption of the Japanese coasting trade and confirm previous reports that the Russian cruiser Boyarin was sunk during the attack on Port Arthur of Feb. 14. Some correspondents say the warship in question was the cruiser Bayan and not the Boyarin.

Full accounts of the firing by Russia ships on the British steamer Hsi Ping at Port Arthur show that the Russians ordered the Hsi Ping, together with the British steamer Ching Ping and the German steamer Pronto, to extinguish their lights and fires. Russian warships then arrived and finding three vessels in the roadsted without lights they began firing at them. The Pronto received most of the shots. The forts then began firing and the utmost confusion prevailed.

The Japanese legation here received an official dispatch from Tokio saying it was not true that any Japanese vessels had been destroyed, so far, in any of the various naval engagements, and that all necessary repairs had already been made. The Japanese fleet remains intact.

Lawyer In Disgrace

Bridgeport, Conn., Feb. 18.—By a decision of Judge Elmer of the superior court Attorney G. W. Carey of Stratford is debarred from the practice of law. Attorney Carey was accused of embezzling from an estate and also filing false inventories in the probate court. He did not defend the charges

RUSSIANS HARD PRESSED

Fall of Port Arthur Predicted by a Military Authority

Paris, Feb. 19.—An eminent military authority connected with one of the embassies says that Port Arthur is practically besieged and it is a serious question whether this will not compel either the abandonment or the surrender of the fortress with its men and material. The grounds for this belief are stated to be as follows:

"Admiral Togo's ships, on the watch at the entrance of the port, prevent ingress or egress, thus establishing a virtual blockade and cutting off the chances of relief from seaward. The Japanese troops near New Chwang and other points on the Liao Tung peninsula are able to interrupt the railroad forming the line of communication and supplies between Port Arthur and Harbin. The result is the gradual investiture of Port Arthur within the Japanese naval and military lines. It will require a bold action on the part of the Russian forces to prevent the final accomplishment of the investiture and slow reduction of Port Arthur."

Ready For "Insolent Foe"

St. Petersburg, Feb. 19.—A long official dispatch from Viceroy Alexieff, recounting the details of the fight of Feb. 9 at Port Arthur, has been given out. It enumerates the Russian casualties, and says it is known that a number of Japanese ships suffered severely, which accounts for their not following up the attack. He closes with these words:

"In announcing the above to your majesty I am pleased to be able to add that the naval and land forces in the far east are inspired by the most heartfelt wish to meet their insolent foe breast to breast, in order to fulfil their duty in sight of their adored ruler, and, firm and unshakeable, to fight for the honor and glory of their beloved fatherland."

The Czar to His Troops

St. Petersburg, Feb. 18.—In the courtyard of the winter palace the czar reviewed the Third battalion of the First Siberian rifles, which is proceeding to the far east. The czar made a speech to the departing soldiers, in which he said: "Remember your foe is brave, confident and crafty. From my heart I wish you success over your opponents. I bless you, my brothers, and with you the famous First Siberian regiment. May St. Seraphim pray for you and accompany you in all your ways. God bless you."

Plans of Mines Lost

Paris, Feb. 17.—It is reported here that the loss of the Russian torpedo gunboat Yenisei will entail serious consequences. The captain of the vessel had placed torpedoes at various different places, and the maps and plans indicating these spots went down with the ship. It is believed that the general staff possesses duplicates of these papers, but there is a probability that those which were lost contained certain corrections and modifications which the others do not.

Russia Wanted More Time

St. Petersburg, Feb. 19.—The information from Washington that Secretary Hay had announced the negotiations in connection with his note to the powers on the subject of the integrity of China to be closed without awaiting Russia's formal response came as a surprise to official circles here. An official of the foreign office appeared to be rather nonplussed at this unexpected conclusion to the American proposition, but he displayed no irritation.

Port Arthur Reported Calm

Port Arthur, Feb. 19.—The railroad positively is undamaged and Port Arthur is calm. All the troops are eagerly awaiting an opportunity to meet the Japanese in a fair fight. It is believed here that the enemy sustained heavy damage at the time of the bombardment and is carefully concealing the same. The repairs to the Russian warships damaged during the bombardment of Feb. 9 are rapidly proceeding.

Wei Hai Wei a Neutral Port

St. Petersburg, Feb. 17.—A dispatch has been received here from the Russian minister at Pekin, Paul Lessar, saying that, upon his official inquiry, the Chinese government informed him that We Hai Wei remains leased to Great Britain.

Russians Say Japs Were Spies

Tien Tsin, Feb. 18.—The Russians explain that the wholesale arrest of Japanese at Harbin and elsewhere was due to the discovery that Japan had in these districts upwards of 100 spies, of whom 60 belonged to the Japanese general staff.

Episcopal Church Burned

Hartford, Feb. 15.—Fire which started in the neighborhood of the heating apparatus burned St. James' Episcopal church at Glastonbury. The firemen saved the tower containing the bell, but the body of the church was burned, nothing being saved but the communion service. The loss is estimated at $12,000.

Suicide of Bank Cashier

Macon, Ga., Feb. 19.—C. D. Troutman, cashier of the Merchants and Farmers' bank of Milledgeville, died of pistol wounds inflicted by himself. Investigation of his accounts as treasurer of the state sanitarium and also as cashier of the bank is now under way.

No Exhibit From Russia

Washington, Feb. 19.—The Russian government has informed the state department that owing to its inability to make what it regards as a suitable display of Russian products at the Louisiana Purchase exposition it has abandoned the idea of making an exhibit.

Cargoes Discharged Into Pungs

Rockland, Me., Feb. 19.—Unable to reach the wharves because of the ice several coal and lobster schooners discharged portions of their cargoes directly into the pungs that were driven out on the ice and alongside. Schooner Ella Francis sent eight tons of coal ashore over the ice.

TO WORLD TRADE

Korean Government Declares Wiju an Open Port

A STROKE OF DIPLOMACY

Accomplished by United States While England and Japan Were Dickering—American Interests In Manchuria Will Be Protected at All Hazards

Washington, Feb. 18.—Mr. Allen, the American minister at Seoul, cables the state department that Wiju has been declared open to the commerce of the world by the Korean government.

The United States was the first power, so far as known, to apply to the Korean government for the opening of Wiju to the world's trade. This action was taken while Japan and England were urging the opening of Yongampho, lying at the mouth of the Yalu river on the Korean side.

The view taken by the state department was that if we could secure the opening of Wiju, 150 miles up the Yalu above Yongampho, the effect would be to practically open the whole of that stretch of the river to commerce, so that the project really was much larger than the mere opening of a port at the mouth of the river.

Wiju lies on the opposite side of the river and very near to Antung, in Manchuria, which the Chinese government already has by treaty with the United States declared to be an open port, although this never has been admitted by Russia.

It is understood that the opening of Wiju is directly attributable to Japanese ascendancy in Korea, for, while the country was under Russian influences, Minister Allen was unable to induce the king to open a single port in addition to Chemulpo. It is probable that the state department at once will take steps to have America represented at Wiju by a consul or commercial agent.

Rear Admiral Evans, commanding the Asiatic station, has transmitted to the navy department a cablegram from Commander Staunton of the gunboat Helena, now in mud dock at Niuchwang, China, in which he says that conditions there are greatly disturbed and that he is vigorously investigating the report that the Russian officials have delayed certain American and British merchantmen.

In the event that the American consulate is endangered, it is stated that Commander Staunton will land bluejackets and marines for the protection of Consul Miller. There is every wish on the part of this government not to give the slightest cause for complaint by either Russia or Japan of intervention, but the unalterable American policy of protecting American interests at all hazards will be adhered to.

Getting Near Theatre of War

Washington, Feb. 17.—Admiral Evans has notified the navy department that he has dispatched three of the cruiser squadron to North China ports, where they will be held in readiness to serve as dispatch boats or for the succor of refugees or similar purposes during the progress of the war. The New Orleans has started for Chefoo and the Raleigh and the Frolic have started for Shanghai.

Baltimore's Loss Was $85,000

Baltimore, Feb. 19.—It is learned from an authoritative source that the tax assessments on the realty in the burned district were approximately between $20,000,000 and $22,000,000 and that the assessments on average stocks of goods consumed in the fire were between $50,000,000 and $52,000,000. As the real estate was assessed at three-fourths of its value these figures would indicate a total loss by reason of the fire of about $85,000,000 at the lowest figures.

New Philippine Commissioner

Washington, Feb. 17.—It is announced that Cameron Forbes of Boston has accepted the office of Philippine commissioner, vacated by the resignation of Governor Taft and the promotion to governorship of General Wright. Mr. Forbes will leave Boston about March 21 for San Francisco and will sail almost immediately thereafter for the Philippines.

Admiral Cotton Retires

Washington, Feb. 17.—The navy department announces the retirement at his own request of Rear Admiral Cotton, commander-in-chief of the European station. Cotton's request to be retired was because of the continued ill health of his wife. It is thought that he hauled down his flag from the Brooklyn yesterday at Genoa.

Aiken Folks Liked Whitney

Aiken, S. C., Feb. 19.—The citizens of Aiken, in mass meeting, determined "to build and set aside a city park to be named 'Whitney Park' in commemoration of our esteemed fellow-citizen, W. C. Whitney, now deceased" and to erect therein a proper emblem or monument to Mr. Whitney's memory, suitably inscribed.

Panama's First President

Panama, Feb. 17.—Manuel Amador was unanimously elected first president of the republic of Panama. Messrs. Arosemena, Obaldia and Mendoza were elected to fill respectively the positions of first, second and third vice presidents. The inauguration of the president will occur on Feb. 20.

Coal Barge Sunk

Providence, Feb. 19.—The coal barge James Hughes, which has been discharging here, now lies sunk at her dock. It is thought that injury was done in contact with a piling or some other obstruction. The leak did not develop until a portion of the cargo had been unloaded.

DEATH OF HANNA

Had Been Practically Unconscious For Two Days

STRONG MEN WEAKENED

Though They Knew Death Was but a Matter of Minutes, Announcement of the End Came as a Shock—Services to Be Held In Senate Chamber

Washington, Feb. 16.—Senator Marcus Alonzo Hanna died at 6:40 o'clock last evening at the family apartments in the Arlington hotel, after an illness extending over nearly two months, filled with apparent recoveries, followed by relapses and finally drifting into typhoid fever, which, in his weakened condition, he was unable to withstand. When the end came all the members of the senator's family were in the room except the senator's wife and Mr. and Mrs. Daniel Hanna. Mrs. Hanna had left the room only a few minutes before.

For the last two days Senator Hanna had not been conscious except at intervals and then only to obey mechanically some instructions given him by the physicians. Fourteen hours before the end was announced life had practically suspended, the flickering spark being kept alive by the most powerful scientific agencies.

Five minutes before death came General Dick came from the bedside with the announcement: "He is worse and has only a few minutes at the most." That statement immediately prefaced the last official bulletin, which was: "Senator Hanna sank gradually during the afternoon and died quietly at 6:40 o'clock."

Mr. Dover read the bulletin to the newspaper men who were waiting. Though it was known five minutes before that the next word probably would be the announcement that the senator had breathed his last, the effect upon his friends in the crowded hotel lobby was almost that of a sudden shock. No attempts were made to restrain grief. Senators Fairbanks, Scott and Kittredge broke down. They knew there was no hope, but that proved no guard against the tears which ran down their cheeks. General Dick wept his sorrow at the loss of a friend who had been a brother. His associations with Senator Hanna were born in politics, but became bonds, firm as though bred in the blood.

None knew Senator Hanna well but to admire him and it was but a short step from admiration to love in the days of anxiety which attended the senator's illness. So it was that conversation was a curious admixture of whispers and choked sobs.

Spontaneously outbursts of unstinted tribute were heard on every side. Men who are acknowledged leaders of their political parties, kings of finance and commerce and men selected to serve the highest position in the nation were among those who expressed the country's immeasurable loss.

Friends at once took charge of the funeral arrangements. Services will be held in the senate chamber at noon tomorrow, at which the president, cabinet, congress, public officials and friends will be present.

For a brief period in the forenoon the remains will lie in state in the marble room. After the services special trains over the Pennsylvania railroad will carry the remains, the family and friends to Cleveland, where services will be held on Friday afternoon.

Marcus A. Hanna was born at New Lisbon, O., Sept. 24, 1837. He removed to Cleveland when 15 years of age. He went into business in 1862, becoming one of the wealthiest men in the United States, being interested in banks, shipping, railways and mines. His fortune is estimated at $8,000,000.

Mr. Hanna was a delegate to Republican national conventions of 1884, 1888 and 1896 and was responsible for the nomination of William McKinley for president. He managed the campaigns of 1896 and 1900, making "sound money" the issue in 1896 and "the full dinner pail" in 1900. In a speech at Chicago he compared Bryan's tour of the country to that of a travelling medicine man.

Mr. Hanna succeeded John Sherman as United States senator from Ohio, being elected to the senate for full terms in 1898 and 1904. He declined in December to act as chairman of the Republican national committee for another term. By many he was regarded as a possible candidate for president in opposition to President Roosevelt.

As a man, Mr. Hanna was kind-hearted, sympathetic, genial in manner and earnestly desirous to help those who were willing to help themselves. His friends testify that no deserving person ever appealed to him in vain for charity. He once said in answer to an inquiry, that to him half the pleasure in aiding others was keeping it to oneself.

Failure of Boston Publishers

Boston, Feb. 16.—The Lothrop Publishing company has made an assignment. Inability to secure capital is given as the main cause for the company's embarrassment. At the time of the failure of the Central National bank the Lothrop Publishing company was a large borrower from that institution, and the shifting of the credit to other banks incurred difficulties.

Nashua Trust's Big Deficit

Nashua, N. H., Feb. 15.—A gross deficit of $191,301 was reported by the directors to the stockholders of the Nashua Trust company, which closed its doors on Jan. 25 because of a heavy shortage in its funds. It was voted to reduce the capital stock by one-half, to $75,000, and to subscribe for enough additional stock to enable the bank to continue.

Old Colony Street Railway Co
(ILLUMINATING DEP'T.)
Electric Lighting. Electric Power.
Residences and Stores Furnished with Electricity at lowest rates.
Electric Supplies. Fixtures and Shades.
449 to 455 THAMES STREET, NEWPORT, R. I.

CLEARANCE SALE

..OF..
MILLINERY
...AT...
SCHREIER'S
143 Thames St.
ALL OUR TRIMMED HATS AT HALF COST
BARGAINS IN MILLINERY TRIMMINGS.
SALE NOW ON. Call and Secure good Bargains,
AT........ **SCHREIER'S** LEADING MILLINERY HOUSE

PURE CALIFORNIA HONEY,
Hecker's Buckwheat,
AUNT JEMIMA'S PANCAKE FLOUR,
Karo Corn Syrup.
If you are satisfied with the Coffee you are using don't try our
LAKE'S CORNER BRAND.
S. S. THOMPSON,
174 to 176 BROADWAY.

Special Announcement.
We beg to announce that through an arrangement with the wholesale houses, we are in a position to give our customers better value for their money than ever before. Purchasers will do well to call and see our large stock before purchasing anything in the housefurnishing line.
Yours respectfully,
W. C. COZZENS & CO.,
138 Thames Street.
WINDOW SHADES, WALL PAPERS,
CARPETS, MATTINGS,
OIL CLOTHS.

Discharged a Cargo of
Pittston W. A. Stove and Egg.
BRIGHT AND CLEAN.
A Splendid Coal for Winter Use.
This Pittston Coal is highly recommended by our customers as giving satisfaction everywhere. Try a ton and be convinced.
The Gardiner B. Reynolds Co.,
OPPOSITE POST OFFICE.
Telephone No. 222-2 and 222-3.

CITY OF NEWPORT.
POLICE DEPARTMENT, Newport, R. I., Jan. 2, 1904.
Sledding Notice.
IN COMPLIANCE with the provisions of Section 10, of Chapter 12, of the City Ordinances the following named streets are hereby designated as coasting places for
SINGLE SLEDS ONLY:
Sanford Street, North Baptist Street, Sherman Street, Mary Street, Prospect Hill Street, Barney Street, Extension Street, Washington Square (north side).
DOUBLE SLEDS
may be used on Mann Avenue, Everett Street, Catherine Street (east end of R. I. Ave.), Old Beach Road (east end of R. I. Ave.), Bath Road (east end of R. I. Ave.); Narragansett Avenue (west of Spring Street); but not elsewhere.
By order of
B. H. RICHARDS, Chief of Police.
1-16

NOTICE.
UNTIL APRIL,
Our Hardware Store
WILL BE CLOSED
Every evening at six o'clock, excepting Saturday.
ALEX. N. BARKER,
201 Thames Street.

LODGE ROOMS
OR
SOCIETY ROOMS
TO LET IN THE
MERCURY BUILDING, 182 and 184 Thames St.
HANDSOME LARGE HALL, well furnished for Lodge purposes with either two or three ante-rooms as may be desired.

CANE SEAT
Chairs Reseated.
JOHN PENGELLAY,
1 ELM STREET, NEWPORT, R. I.

THE T. MUMFORD SEABURY CO.
BOOTS & SHOES,
214 Thames Street,
NEWPORT, R. I.

NOTICE.
I have removed my BOOTS AND SHOES DISPENSARY and residence to 10 Bannister street. B. W. PEARCE.

STEAMBOATING IN THE BAY.

Interesting History of the Early Efforts to Operate Steamboat Lines in these Waters—Packets and Early Steamboats—Subsequent Steamboat Lines—Incidents and Recollections—The March of Events.

(From Providence Bulletin, April 25, 1877.)

The history of steamboat navigation on Narragansett Bay covers a period of about fourscore years. They have been years of varied results. Some have brought failure and disappointment, some trial, and some triumph; but there has been no serious abatement of endeavor, no lasting acceptance of defeat, and now the past is glorious. Look backward! Its record is brilliant with achievements, beginning in far off 1792 with Elijah Ormsbee's "Experiment," and ending, for the present, with the magnificent steamers Rhode Island and Massachusetts, which we shall shortly behold.

The Revolutionary War was a great developer of talent. Necessity was never so much the mother of invention, and she taught the patriots to consider nothing impossible. At length the war was over, and these quickened minds turned sharply to the arts of peace. The great inventions now emblazoned on the nineteenth century, were then lying just below the horizon. But the breath of their coming was in the air, and here and there keen watchers caught the gleams which heralded their approach. This was true of many things. It was especially true of steam. In 1780, John Fitch propelled a boat by steam on the Delaware river, and the next year James Rumsey made a few steamboat trips upon the Potomac. In 1792, Elijah Ormsbee's Experiment sped through the waters of our harbor and up the Seekonk river like a thing of life. Two years later, while his neighbors were at church one Sunday morning, Capt. Samuel Mowry, of Oxford, N. H., sailed up and down the Connecticut river in a boat propelled by steam. Thirteen years afterward, the Clermont, Fulton's successful boat, made her pioneer trip up the Hudson river.

Fitch, Rumsey, Mowry and Fulton have had their fame, but the story of Elijah Ormsbee's Experiment is yet to be told to the world. It has been named at centennial celebrations; it has been recorded among the transactions of the Domestic Industry Society, but few, even in Rhode Island, know that if our fathers' sight had been clearer, great honor would have been ours.

THE STORY OF ELIJAH ORMSBEE.

Elijah Ormsbee was a carpenter by trade, and an inventor by birth. He had noted the difficulties of navigation on the Hudson river, and when, afterward, employed in the ore beds at Cranston, he saw the power of steam used in pumping water from the mine, he saw how those difficulties could be overcome. There was another great inventor in Rhode Island in those days, David Wilkinson of Pawtucket. One day he came from the Hope furnace in Scituate and stopped at the ore bed in Cranston, where Elijah Ormsbee was at work. Mr. Ormsbee said that he had been thinking about a steamboat; and added that if Mr. Wilkinson would make the castings, he would make such a boat. Mr. Wilkinson was agreed. He went home and cast and bored a cylinder and made the necessary wrought iron connections. Two kinds of paddles were proposed; one they called a flutter-wheel, what we now call a side wheel, and the other was termed a goose-foot. They decided to try the goose-foot paddle, as the driving power could be applied more cheaply.

While Mr. Wilkinson was getting the iron work ready, Mr. Ormsbee obtained from Messrs. Clark and Nightingale the loan of a long boat belonging to the ship Abigail, then lying in Providence. He also borrowed from Capt. Ephraim Bowen a copper still of about 150 gallons capacity, and then disappeared. Nobody thought he had run away, and his friends explained his absence by saying: "O! 'Lijo 's gittin' up suthin 'round'ere; he'll come round when he gits it done." He was "gittin' up suthin." Snugly hidden in Winsor's cove, where few passed, on sea or land, he was working out his idea. All the wood work and much of the iron work was done by himself in a little shop near the cove, where the boat lay.

HIS SPLENDID SUCCESS.

Days went on and the work grew under his hand. At last it pleased him well; all the machinery responded to his touch, and on a pleasant evening in the autumn of 1792, he got into his boat, pulled the throttle valve, and the boat glided out on the bay. Perhaps Elijah Ormsbee bared his brow to the delicious breeze stealing up from the sea, and, looking up into heaven, thanked God for this triumph of his skill; perhaps the curtain of the century swung aside for a moment, long enough for him to see the stately rush of the ships on every river and sea; or, perhaps, he was yet fearful that his new found power might fail him; and so sat silent and eager watching the piston rise and fall, and the paddles go to and fro.

But it did not fail. The boat went steadily through the water, and arrived in safety at the Lower Wharf in Providence. The next day Mr. Ormsbee left in the boat for Pawtucket, to show Mr. Wilkinson the success which had attended his enterprise. After a day or two, the boat came back to Providence, where it was received with astonishment. For several weeks the boat went up and down the river, Capt. John H. Ormsbee, then a lad of twelve, going in her as steersman.

The steam was not applied to elevate and depress the piston, as was done by Watts, but the steam was applied to raise the piston, and then being condensed by cold water, the piston turned by atmospheric pressure. In this way the paddles of the boat were moved forward and aft. When they moved forward, they closed; and when moved aft they expanded to a width of from eighteen to twenty-four inches. The progress of the boat was from three to four miles an hour, which would probably have been increased to five or six if wheels had been substituted for paddles. But Ormsbee had no Livingston with open purse to assist him, and so after having demonstrated the possibility of steam navigation, his golden dreams faded, and he sorrowfully returned the still to the distillery, and the boat to its owner.

After this experience, the waters of the Bay had rest from steamboats until the arrival of the Firefly in 1817. Then people remembered the "steam long boat" and said: "We have seen a boat go by steam before." There may be some living who can remember the boat "with a tea kettle in her." Col. John S. Eddy a few years ago, made the following interesting statement:

When I was 14 years old, I went with my father to Kettle Point, and there was Mr. Ormsbee in a canoe, with a kettle in it, raising steam to propel the boat. This was in 1794. He did not build it on Kettle Point, but went down there to get out of the sight of people. He worked first on a canoe dug out of a log, and afterward applied steam to a long boat. We used to talk a great deal when steamboats first came into use, about Elijah Ormsbee's getting up such a thing a great while before. I do not recollect what was in the boat; he said he could make her go by steam. I have no doubt he did make her go by steam. He was inventing all the time, and no sooner finished one invention than he began another.

It is, perhaps, desirable to add that Mr. Henry H. Ormsbee, of this city, has a statement in the handwriting of his father, Capt. John H. Ormsbee, substantially in accordance with the above, and similar corroborative statements are on record in the files of the Transactions of the Society for the Encouragement of Domestic Industry. And so we bid Elijah Ormsbee adieu. It is pleasant to know that other fruits of his genius yielded him a comfortable support, and better yet to feel that the great invention, which, during his lifetime brought him only sorrow and disappointment, now stamps his genius, and permits his State to claim for him high honor and renown.

AN IMPORTANT SEQUEL.

But there is a sequel to this story. After the steamboat was given up, Mr. Wilkinson took the works to Pawtucket. The rest of the story is in his own words:

About this time, a young man called on me, and wished to see the boat. He remained a day or two, and carefully examined all the works. He told me that his name was Daniel French, from Connecticut. I never knew where he came from, or where he went. About the year 1840, I was on the cars going from Utica to Albany, and, talking with an aged gentleman, the subject of steam power came up. I told him that I never thought Fulton an inventor, but simply a busy collector of other people's inventions. "Well," said the gentleman, "I always said so, and he would never have succeeded if it had not been for Daniel French." "What do you mean by Daniel French?" asked I. "Why, a Yankee," said he, "that Fulton kept locked up for six months, making drafts for him."

The name of Daniel French burst upon my ears for the first time in nearly 50 years, and almost explained some mysteries.

THE FIREFLY AND HER CAREER.

Twenty-five years rolled away, bringing around 1817. On Monday, the 26th of May, in that year, the Firefly arrived at Newport from New York. She was twenty-eight hours making the passage. The sea was very rough as she came around Point Judith, but she rode the waves in safety and was pronounced a beautiful boat. She was commanded by Captain Smith and was intended to ply between Providence and Newport. She made her first trip on the 28th of May, leaving Newport at 9 o'clock in the morning, and reaching Providence about noon. A sloop had come up the night before, bringing tidings of the approaching steamboat, and, long before noon, the wharves were thronged with people, awaiting the arrival of the strange craft. At last she came, wheezing and puffing up the river to about where the Crawford street bridge now stands; then turning about, she ran up to her wharf and made fast. A gentleman now, doing business in the Arcade remembers being held aloft in his father's arms to see the boat come in. He describes the Firefly as an ugly little thing, full of machinery and awkward in her motions. No one thought of that then, however, and the people cheered and shouted and looked her over as we should inspect a balloon just arrived from St. Petersburg.

On the morning of June 23th, the Firefly, with Gov. Knight, U. S. Marshal Dexter and others on board, sailed at 7 o'clock for Newport to meet President Monroe and escort him to Providence. He, however, went in a marine cutter to Bristol, where he was sumptuously entertained by Mr. George De Wolf. At Bristol he embarked on the Firefly, and reached Providence about 9 o'clock in the evening. He landed at Carrington's wharf, and was received with the firing of cannon and the ringing of bells. He lodged at Chappelin's Hotel, and the next day, after riding on horseback through the town, proceeded to Boston.

But the Firefly had not smooth sailing altogether. The packet masters looked askance at the steamboat and resorted to every lawful means to break down the new enterprise. The Firefly was no match for a fast sloop with a favorable wind. She even hoisted a large squaresail to accelerate her motion when the wind was fair, but then the packets would often come into port ahead. Gradually, the packet captains carried their opposition so far that they would stand upon the edge of the Firefly's wharf just before her hour of starting and offer to carry passengers to Newport for twenty-five cents, or, for nothing if they did not get there in advance of the Firefly. In this way they sometimes kept the Firefly from getting any passengers, and in four months they succeeded in driving her off.

THE GREAT JOY OF THE PACKETMEN.

Then the packetmen rejoiced. They held a meeting on the packet wharf and denounced interlopers in the most striking and powerful language. Having done this, they adjourned on board a convenient packet, and in the best of Old Hollands drank confusion to steamboats. Packets flourished in those days. They furnished altogether the best means of transportation between Providence and New York, and were patronized accordingly. The sailing of a mail packet for New York attracted more attention than would now be paid to the departure from Fox Point of an ocean steamship. Passengers came down to the boat accompanied by their relatives and friends. The master of the boat would bring out his stately decanters, and place a whole row of glasses on the mahogany table in the cabin. Then a solemn health would be drunk to the prosperity of the voyage, after which some healths would be drunk by way of individual enjoyment.

In those good old times, one of the prominent citizens of Providence had a very elegant pair of boots. They cost about $10, and their owner was not a little proud of them. But he was a generous soul, and when his particular friends were going to New York, he would lend them his favorite boots. Tradition says he sometimes murmured in his sleep a fear that the beautiful boots would be lost, but their presence on any boat seemed to be as powerful for good as that of those other Twin Brethren, of whom Homer sang:

"Safe comes the ship to harbor,
Through billows and through gales,
If once the great Twin Brethren
Sit shining on the sails."

The packets were nearly all beautifully modelled, sloop-rigged vessels, of from 75 to 100 tons burden. They were built with a view to speed, carrying capacity and comfort. The sides of some of the boats were adorned with beadwork; others had polished strips of hard pine let into the sides, and all were painted in gay and lively colors. The cabins were frequently finished and furnished with mahogany and decorated in every imaginable way. These cabins would average ten or twelve feet square, and from them opened tiny staterooms. The passengers dined in the cabin. The food was prepared in the forecastle and brought aft at meal times. Packets sailed from Providence for New York every week and the trip was of varying length. The Hantress once came through in eighteen hours, while sometimes the voyage lasted a week. The fare was $10 including meals. Sometimes there were between twenty and thirty passengers.

Over the cabin stairs on all the packets hung a mahogany box. This was a letter-box and was generally well filled. On the arrival of a packet, after a quick passage, there would be a rush of people down to the boat to get letters which would be much in advance of the lady mail plodding over the post roads. As soon as the immediate business of landing was over, the captain would take down the letter-box and pour its contents upon the mahogany table. After the distribution of letters was over, the decanters were again produced and everybody drank the captain's health. The packets brought freight as well as passengers. Captain Whipple Brown, about daybreak one morning, unloaded from his sloop $750,000 in silver. There were $5,000 in a keg, and kegs enough to load fifteen baggage wagons, which, before sunrise, set out for Boston with two well-armed guards in charge of each wagon. And so the packet business flourished for four or five years.

THE FIRST STEAMBOAT EXCURSION ON THE BAY.

In 1821 there was an excursion from New York to Providence in the steamer Robert Fulton. The Manufacturers and Farmers Journal of August 27, 1821, gives the occurrence the following concise notice, which, in these days, would be considered rather brief mention of an event of so much importance:

"The Robert Fulton left New York on Thursday afternoon, at five o'clock, and arrived below at nine on Saturday morning. As soon as the tide would permit, she came up to town, where she was the admiration of crowds of visitors. She brought 48 passengers, among whom was the Hon. John Quincy Adams, Secretary of State, who immediately proceeded to Boston by land. At about 2 o'clock, the Fulton departed on her return to New York, where she will probably have arrived at an early hour this morning."

From the Journal of one of the passengers we have, however, further particulars of this interesting trip. The writer says:

"On Friday, at a quarter before 8 p. m. we ranged alongside of the dock at Newport, music playing as we entered the harbor and passed the fortified island. Such a scene of tumult as was here witnessed I never saw before. The wharves were lined with people of all ages and conditions, who pressed forward, and immediately on our landing took complete possession of the ship. The band and many of the passengers went on shore, and Gov. Gibbs and some of the principal families in town were serenaded. When the party returned to the ship, they were scarcely able to get on board, and the tumult lasted until one o'clock in the morning.

"We started at 6 a. m. next day for Providence. As we approached, the scene became truly interesting. The inhabitants had anticipated our arrival, and every hill was covered with an admiring assemblage. India Point wharf presented a spectacle singular and gratifying. The beauty and fashion of this charming town greeted us with cheers and welcoming. At 10½ we came up to the dock and landed the company, and here again numerous parties of ladies and gentlemen crowded the ship. The masts and rigging of the vessels lying in the vicinity were covered with spectators, and nothing could exceed the interest and gratification with which all appeared to greet our arrival. At 3 p. m. the Fulton left the wharf amid the shouts of thousands.

"We arrived at Bristol at half past 5, where we were met with the same spirit of enthusiasm which had characterized our whole route. Mr. De Wolf's elegant mansion was thrown open to the visits of the passengers, and was much admired. We arrived at Newport at 8 p. m. It was quite dark, but the interest appeared to have increased rather than diminished. I took a station at the gangway to assist the inhabitants, and particularly the ladies, on board the ship—notice having been given that none but ladies would be allowed on board at first—and in the short space of 20 minutes I handed in 337. I found that this number did not appear to have thinned the crowd in the least degree, and by 9 o'clock the crowd must have been on board upwards of 600 ladies."

(TO BE CONTINUED.)

SON OF A PRESIDENT.

James R. Garfield, Who May See the Standard Oil Company.

James R. Garfield, commissioner of corporations in the department of commerce and labor, whose questions relating to capitalization and other matters the Standard Oil company refused to answer, is the second son of the late President James A. Garfield. It is believed that Mr. Garfield will take legal means to compel the company to comply with the law.

Before being appointed to his present position last February Mr. Garfield

JAMES R. GARFIELD.

was a member of the civil service commission. Previous to his going to Washington he was engaged in the practice of law with his brother, Harry A. Garfield, in Cleveland. He also served a term as state senator and has long been a notable figure in Ohio political circles. He is said to greatly resemble his father and has won his way through sheer force of ability.

It is said that when the president and William Dudley Foulke were talking about nominating a commissioner Mrs. Roosevelt remarked, "I know just the man for civil service commissioner." "Who?" asked the president. "She whispered a name in his ear. "Just the man," said the president, and Garfield was appointed.

There are sixty-six languages spoken in New York.

There are 114,000 Mormons in the United States.

Making Postmark Stamps.

(Lodge, Va., Letter to the Detroit Free Press.)

On the four mile point of land jutting out into the Potomac river is located a manufacturing plant without the product of which the business of receiving and sending Uncle Sam's mails would come to a sudden halt. Here at Lodge is where all the steel postmarking stamps are made, and the secret of their manufacture is as carefully guarded as though the buildings were piled with the most precious gems from the floors to the ceiling. It was the fear that the secret process of making these stamps would be discovered that caused the owner of the plant to leave Washington and locate here in this isolated and out-of-the-way place in Virginia. During four years of the war, the contract for making these postmarking stamps had been awarded the Chambers, the father now dead, having been the original contractor and the inventor of the steel type. When war was declared the elder Mr. Chambers felt himself too old to continue the contract alone, and his son, Benjamin Chambers, the present owner and contractor, went to battle for his country, as a captain in the Second Pennsylvania regiment. The contract was then given to the Fairbankers, of Connecticut, at an increase in cost of about five times what had been paid the Chambers. Even at this advance in price of the stamps, the firm was willing enough to give up the contract when the war closed, and Benjamin Chambers entered the field as a sub-contractor. The new firm did not understand the process of making the steel stamps, and lost money by repeated furnishing of inferior stamps, and Mr. Chambers found no trouble in securing the contract as originally held by his father and himself at the breaking out of the war.

Since 1867 Benjamin Chambers has been the sole contractor, and through efforts have been made to break in on him, they have been futile. He expresses himself as of the belief that he will be able to leave the secret, the contract, the entire business to his sons just as it was left to him by his father. "I feel entirely safe with my secret here," said Mr. Chambers, as he stood in front of his factory surrounded by a number of his workmen. "There is not a man in my employ who would not willingly give up his good right arm before he would divulge the secret. I could not trust the class of men I was forced to employ in Washington, for they were too often tanked up with liquor, and temptations to talk to those who were interested were too great for most men. I knew that desperate efforts were constantly being made to discover the process, and I determined to get where my business and my men would not be tampered with. That is why I located the shops here, and employed these native people, and I know that my secret and business are safe in their hands. No money could tempt one of them to do me or my business an injury. I treat them right, and they treat me right; I pay them liberal wages; assist them in trouble; I live here with them and am one of them.

"Lodge is a little community of our own, and we want no outside interference. On this little point of land we have no differences which cannot be settled among ourselves, and I don't have to go around to one of the police stations and put up a lot of money in order to get my men out so they can go to their work. That was not an infrequent thing for me to do in Washington. I moved here in 1880 and it was the best day's work I ever did for myself. I have men working for me now who were with me the first day I reached here with my machinery. I take them and train them up to the business, letting them learn it in every branch. It is seldom that one quits to engage in other business or go back to the farm or fishing or crabbing. I guess we are just about as contented a "manufacturing community" as you will find anywhere. We are on a small scale, but there is not room here for enlarging, and we don't want it, and as we own this 'neck o' the woods' I guess we won't have any more. This place is for the making of postmarking stamps and nothing else."

The fact that the postmarking stamps contract is about the only one which has not come under the head of "suspicion" or been investigated in the general post office muddle, gives additional interest to the contractor and his business. Mr. Chambers is now past 60, but he looks like a man not more than 45. He is energetic and all business, but finds time to take an interest in politics and look after the management of a large farm. While the general management of the factory is under his personal supervision, he leaves much of the routine to his two son's who are thoroughly familiar with the work and its details. The employes regard him as the mayor, judge, justice of the peace and general ruler, and adviser, seeking his counsel and advise on all matters. Every married employe of Mr. Chambers owns his own home—all neat and comfortable houses—and some of the men have saved money sufficient to send their children off to school. Every employe is happy and contented, and Lodge is a model community, even if it is isolated and out of the way. Mr. Chambers entertains no fears that some one else will get the postmarking stamp contract, as he is thoroughly satisfied that his process of making the steel type will never be discovered.

One would scarcely believe that the manufacture of these simple-looking little hand stamps would require machinery sufficient to construct a locomotive, but it does, and the building here is crowded with machinery of the finest and most expensive make, much of it the invention of Mr. Chambers's father and a great deal of his own. There are about 90,000 post offices in the United States, and this number is being added to every year at a rapid rate. The offices in our new possessions have helped to swell the list, and consequently increase the work of supplying postmarking stamps, for every office down to the smallest hamlet must use the stamps. This naturally increases the value of the invention which has caused the government to pay into the Chambers family more than $1,250,000, and it's dynamite for the man who comes nosing around the factory to see how the work is done in making the stamps. A certificate of character is necessary as soon as a stranger gets off the boat at the landing.

The proud step is slow and measured, the toes conspicuously turned out and legs straightened.

Slow steps, whether long or short, suggest a gentle or reflective state of mind.

Preoccupied or absent-minded people will be found with toes turned in.

A man who has time to keep a pipe lighted isn't very busy.

Fall River Line.

FOR NEW YORK, the South and West.

STEAMERS

PLYMOUTH and PILGRIM

in commission. A fine orchestra on each.

LEAVE NEWPORT—Week days only at 9:15 p. m. Returning from New York Steamers leave Pier 19, North River, foot of Warren Street, week days only, at 5:00 p. m., due at Newport 6:45 a. m., leaving there at 8:45 a. m. for Fall River.

For tickets and stateroom apply at New York & Boston Despatch Express office, 272 Thames street, J. J. Greene, Ticket Agent; C. C. Gardner, Agent, Newport, R. I.

O. H. Payson, General Pass'r Agent, N. Y.

Providence, Fall River & Newport Steamboat Company.

CHANGE OF TIME

On and After October 1,

LEAVE NEWPORT FOR

PROVIDENCE

Week days 8:00 a. m. Leave Providence for Newport, week days, at 4 p. m.

Excursion Tickets, 60 Cents.

PRUDENCE and CONANICUT.

Stop at Conanicut Park Mondays only. Stop at Prudence Park Mondays and Saturdays only.

H. DUFFIN, Supt. Transportation.

A. H. WATSON, President.

Newport & Wickford

RAILROAD AND STEAMBOAT CO.

THE WICKFORD ROUTE.

In effect June 1, 1903. Subject to change without notice.

Leave

	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Newport	*7 00	*10 00	*1 15	*4 10	*7 00	11 00	
Prov. ar	8 00	11 00	3 10	5 00	8 00	6 32	
Boston, ar	10 18	1 12	4 00	7 00	11 00	8 57	
N. York ar	1 50	4 20	6 00	11 00		5	7 00
	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	

Leave

	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
New York 12 00		5 00	*10 00		*1 00	*5 00
Boston	6 42	10 00	1 00		5 00	7 00
Providence	8 02	11 32	2 10		4 15	8 21
Newp't, arr	8 45	1 00	4 00		5 00	10 45
	A. M.	A. M.	P. M.		P. M.	P. M.

*Daily except Sundays.

R Washington Express due Harlem River Station, New York, 1.05 a. m.; Philadelphia, 6.40 a. m.; Baltimore, 9.23 a. m.; Washington, 10.32 a. m.

For Tickets and Drawing Room chairs apply at Steamer General, Commercial Wharf, or at the Transfer Co.'s office, 30 Bellevue Avenue.

A. D. MACLEOD, Agent, Newport.

New York, New Haven & Hartford Railroad.

Time tables showing local and through rain service between all stations may be obtained at all ticket offices of this company.

ON and after Jan. 31, 1904, trains will leave NEWPORT for BOSTON, SOUTH STATION, week days, 6.54, 8.18, 9.00, 11.00 a. m., 1.00, 3.06, 5.00, 8.18 p. m. Return 6.42, 8.54, 10.54 a. m., 12.54, 2.54, 3.54, 4.54, 6.00, 6.54 p. m.; MIDDLETOWN and PORTSMOUTH, 6.54, 9.00, 11.00 a. m., 1.00, 3.06, 5.00, 8.18 p. m. BRADFORD and COREY'S LANE (flag stop) 6.54, 9.00, 11.00 a. m., 1.00, 3.06, 5.00, b8.18 p. m. TIVERTON, FALL RIVER and TAUNTON, 6.54, 8.18, 9.00, 11.00 a. m., 1.00, 3.06, 5.00, 8.18 p. m. MIDDLEBORO, 8.18, 11.00 a. m., 3.06 p. m. HYANNIS, 11.00 a. m., 3.06 p. m. PROVINCETOWN, 3.06 p.m. PLYMOUTH, 11.00 a. m., 3.06 p. m. NEW BEDFORD, 8.18, 9.00, 11.00 a. m., 1.00, 3.06 5.00 p. m. FIRCHBURG and stations on Taunton Division, 8.18, 11.00 a. m., 3.06, 6.18 p. m., LOWELL, 8.18, 11.00 a. m. 3.06 p. m. COTTAGE CITY, 11.00 a. m., PROVIDENCE, (via Fall River and Warren), 6.54, 8.18, 9.00, 11.00 a. m., 1.00, 3.06, 5.00, 8.18 p. m.

SUNDAYS, for BOSTON, 3.06, 11.00 a. m., 3.00, 5.00, 9.13 p. m. Return 6.27, 8.54 a. m., 12.54, 4.28, p. m. For PROVIDENCE, (via Fall River and Warren), 3.06, 11.00 a. m., 3.00, 5.00, 9.13 p. m. For BRADFORD and COREY'S LANE, 3.06, 11.00 a. m., 3.00, 5.00, b8.18 p. m. For Middletown, Portsmouth, Bristol Ferry, Tiverton, Fall River, Somerset, Dighton, North Dighton, Weir Village, and Taunton, 3.06, 11.00 a. m., 3.00, 5.00, 9.13 p. m. New Bedford, 3.06, 11.00 a. m., 5.00 p. m.

a Boat from Fall River.
b Bradford only.

A. C. KENDALL, Gen'l Pass. Agt.;
O. M. SHEPARD, Gen'l Sup't.

Old Colony Street Railway Co.

"Newport & Fall River Division."

TIME TABLE.

In effect on and after Dec. 14, 1903. Subject to change without notice.

WEEK DAYS.

LEAVE NEWPORT—7.15, 8.15, 9.15, 10.15, 11.15, 11.45 a. m., 12.15, 12.45, 1.15, 1.45, 2.15, 2.45, 3.15, 3.45, 4.15, 4.45, 5.15, 5.45, 6.15, b6.45, 7.15, b7.45, 8.15, 9.15, b10.15, b11.15 p. m.

LEAVE FALL RIVER—a6.30, 6.45, 7.45, b8.15, 8.45, 9.45, 10.45, 11.15, 11.45 a. m., 12.15, 12.45, 1.15, 1.45, 2.15, 2.45, 3.15, 3.45, 4.15, 4.45, 5.15, 5.45, 6.15, 6.45, b7.15, 7.45, 8.45, 9.45, b10.45, p. m.

SATURDAYS.

LEAVE NEWPORT—7.15, 8.15, 9.15, 10.15, 11.15, 11.45 a. m.; 12.15, 12.45, 1.15, 1.45, 2.15, 2.45, 3.15, 3.45, 5.15, 5.45, 6.15, 6.45, 7.15, 7.45, 8.15, 8.45, 9.15, b9.45, b10.15, b11.15 p. m.

LEAVE FALL RIVER—b6.30, 6.45, 7.45, 8.45, 9.45, 10.45, 11.15, 11.45 a. m.; 12.15, 12.45, 1.15, 1.45, 2.15, 2.45, 3.15, 3.45, 4.15, 4.45, 5.15, 5.45, 6.15, 6.45, 7.15, 7.45, 8.15, 8.45, b9.15, 9.45, b10.45 p. m.

SUNDAYS.

LEAVE NEWPORT—7.45, 8.15, 8.45, 9.15, 9.45, 10.15, 10.45, 11.15, 11.45 a. m.; 12.15, 12.45, 1.15, 1.45, 2.15, 2.45, 3.15, 3.45, 4.15, 4.45, 5.15, 5.45, 6.15, 6.45, 7.15, 7.45, 8.15, 8.45, b9.15, 9.45, b10.15, b10.45 p. m.

LEAVE FALL RIVER—7.45, 8.15, 8.45, 9.15, 9.45, 10.15, 10.45, 11.15, 11.45 a. m.; 12.15, 1.15, 1.15, 1.45, 2.15, 2.45, 3.15, 3.45, 4.15, 4.45, 5.15, 5.45, 6.15, 6.45, 7.15, 7.45, 8.15, 8.45, 9.15, b9.45, b10.15, b11.15 p. m.

a To Portsmouth and return.
b To Portsmouth only.

GREGORY'S SEEDS

Famous for nearly half a century for their freshness, purity and reliability—the safest, surest seeds to plant. Ask anyone who has ever planted them. Sold under three seal packets.

Send to-day for free catalogue.

J. J. H. GREGORY & SON, Marblehead, Mass.

One day recently, says the Rochester Post Express, a certain justice of the supreme court of that district invited a friend of his, a lawyer, to go sailing with him.

The wind was brisk at the start and it soon freshened, and their little craft began to toss and roll in a manner that caused the lawyer much inward uneasiness.

The judge, reading his friend's plight in his contortions, laid a kind hand on his shoulder, and said:

"My dear fellow, can I do anything for you?"

"Yes, your honor," replied the lawyer, "I wish you would overrule this motion."

Uncertainty, hesitation, and indecision are indicated by the wavering steps which follow every changing impulse of the mind.

Do your CHILDREN ASK QUESTIONS?

Of course they do. It is their way of learning and it is your duty to answer. You may need a dictionary to aid you. It won't answer every question, but there are thousands to which it will give you true, clear and definite answers, not about words only, but about things, the sun, machinery, men, places, stories and the like. Then, too, the children can find their own answers. Some of our greatest men have ascribed their power to study of the dictionary.

Of course you want the best dictionary. The most critical prefer the New and Enlarged Edition of

WEBSTER'S INTERNATIONAL DICTIONARY.

If you have any question about it write us.

G. & C. MERRIAM CO., PUBLISHERS, SPRINGFIELD, MASS.

Price of Coke

From June 15, 1903:

Prepared, delivered,

36 bushels, $4.50
18 bushels, $2.25

Common, delivered,

36 bushels, $3.50
18 bushels, $1.75

Price at works,

Prepared, 11c. a bushel, $16 for 160 bushel.
Common, 9c. a bushel, 18 for 160 bushel.

Orders left at the Gas Office, 181 Thames street, or at Gas Works will be filled promptly.

GOLDBECK'S

Diastasic Extract of Malt.

This preparation represents the best and most nutritious form of MALT, containing a large percentage of diastase and extractive matter together with a minimum amount of alcohol. It is especially adapted to promote digestion of starchy food converting it into dextrine and glucose, in which form it is easily assimilated, forming fat.

It will be found invaluable in Weakness, Chronic Debility, Dyspepsia, (due to organic disease or infirmity), Nervous Exhaustion, Anemia, Malnutrition, etc.

To Nursing Mothers it wonderfully increases strength, aiding lactation, and supplying sugar and phosphates to the milk, whereby the infant is nourished.

In sleeplessness it causes quiet and natural sleep.

DIRECTIONS—A wineglassful with each meal and on going to bed, or as may be directed by the Physician. It may be diluted with water and sweetened to suit the taste. Children in proportion to age.

Sold by D. W. SHEEHAN, 18 and 20 Kinsley's Wharf, Newport, R. I.

MICHAEL F. MURPHY,

Contractor

—AND—

BUILDER

OF MASON WORK,

NEWPORT, R.I.

Filling, Draining and all kinds of Jobbing promptly attended to.

Orders left at

Calendar Avenue.

JOHN WANAMAKER,

Broadway, 9th & 10th Sts.,
New York, July 24, 1899

Gentlemen:

Being associated for so many years with the above Firm and being closely confined brought on constipation. A package of your Tablets has cured me and I take great pleasure in recommending them to those who are affected in a similar way.

Yours truly,
C. W. Eastwood.

To the U. S. ARMY & NAVY TABLET CO.,
17 East 14th St., N. Y. City.

10 and 25 cents per package, at

NEWPORT Transfer Express Co.

TRUCKERS

—AND—

General Forwarders.

Heavy Trucking a Specialty.

Estimates Given on any Kind of Carting.

Accessible by Telephone at any and all hours.

PRINCIPAL OFFICE, 30 Bellevue Avenue.

BRANCH OFFICES, 272 Thames Street and New York Freight Depot.

Telephone 371-2.

Exiles in Bermuda.

It is now two years since the Boer War ended. The world has been of the impression that the rancor of that conflict had largely disappeared. England has announced the successive steps of large releases of repatriation, and the world has given her the credit of playing in all respects the part of a generous conqueror. Even Colonel Lynch, the traitor who stirred the fiercest resentment of the English people, has, it is said, through the social influence of Sir Thomas Lipton with the king, been set free. One would expect this to be the last act of pardon, the very end of the passion of intemperate resentment which England could not help but feel for an enemy which had to bear, not only the expected punishment of the conquered, but the added rancor which came of England's realization of her own army's incompetence, and of the fact that the overwhelming sympathy of the world was with her small antagonist.

It is surprising, therefore, at this late date, to receive an appeal from forty-three Boer soldiers who are still detained on the Bermuda Islands under circumstances which one hopes the British Government may be able to present in a better light than does their appeal.

These prisoners are not criminals. They are not of those Dutch subjects of England who joined their brothers in the Transvaal and whom the English excluded from the general amnesty because of alleged breaches of the rules of war. They are Boer soldiers whose status differs in no way from that of the four thousand others who were captured with Crooje at the Modder River. Their troubles are due solely to their refusal to take the oath of allegiance to Great Britain. This, one feels is hardly a justification for their detention. One does not like the spectacle of a conquering nation forcing an oath of allegiance down the throats of the conquered. Such an oath might well be made a condition of participation in the new government of the Transvaal. But these Boers do not wish, according to their appeal, to return to the Transvaal. They do not wish to become subjects of the king. They desire nothing more than to be released, when they will proceed to the United States or elsewhere to settle. It ought not to require exceptional generosity for England to permit this. The United States put no stone in the path of the vice president of the Confederacy, Judah P. Benjamin, who preferred not to remain in his home under a flag which he had fought against, and as a voluntary exile, rose to eminence in the London bar, says the Boston Transcript.

There were at one time some five thousand Boer prisoners of war on the Islands. At the close of the war, officers of the British Army appeared at Bermuda and presented the oath of allegiance. This, nearly all the Boers, with the advice of their leaders, accepted. Those who signed the oath were taken back to their homes on British warships, at the expense of the British government. But the forty-three who now make the appeal refused to swear. At first this seemed simple enough to the British authorities. If the Boers wouldn't swear, they should not be taken home. Time would bring the Boers to terms. But the English military officers seem singularly slow to learn the lesson of Boer obstinacy. The forty-three continued placidly to draw their rations as prisoners of war. The military authorities tried threats and tried coaxing. Meantime, over a year had passed since the peace, and the English were busy with their repatriation work in South Africa.

Finally it occured to the governor to make the prisoners earn their rations. This incident is described in the language of the appeal as follows, the "Chief Captain" being the representative of the Boer prisoners, and the "Camp Commandant" being the British military governor: "On the 14th of May last our chief captain was summoned to the camp commandant and informed that a number of prisoners of war, burghers, would have to go and weed the graveyard; in case they refused further steps would be taken." Here the governor found himself opposed by another characteristic Boer quality. The chief captain of the Boers told him with great deference that he feared his fellow prisoners might be unwilling to weed the graveyard, that they understood the rules of international law required that prisoners of war be supported by the conqueror, without labor, and that the Boers would be sorry to do anything which would be contrary to the rules of international law, or which might alter their standing as prisoners of war. The language of the appeal then continues:

"The chief captain then acquainted us with this, and asked if there were any who would volunteer to go and do said work, but not a single man was to be found. Afterward the camp commandant came in himself and tried to find volunteers, but did not succeed. He then said that if it was not done he would close the gate to us, by which we were given to understand that our correspondence with our families would be closed; also that we would not be permitted to buy the necessities with our own money out of the military canteen. From Monday, 18th of May, this threat was carried out. About ten days after the chief captain was again summoned in and asked if we were tired yet; where upon our chief captain asked him: 'What are we, criminals or prisoners of war?' The commandant replied: 'Prisoners of war.' Our chief captain said: 'Then treat us as such.' The latter then asked him for clothes, and showed him his broken pants. He received as reply that he could 'go and whistle for them.'"

"We remained in this situation until the 18th of June, when we were called together by the orders of the staff officer, who informed us that we had undergone the above mentioned punishment for disobedience for one month, and that he had been sent by the general to order seven men to do the work before said, and that they must be at the gate the following morning at 9 o'clock, where the tools would await them."

The prisoners again refused to weed the graveyard.

"As one of the party," says the writer of the appeal, "I reminded the officer that this matter was contrary to international law, and that I protested against this action on behalf of us all. He replied that I could protest a hundred times, as the general was better acquainted with the law than any one of us."

The end of it was that the Boers refused flatly to do the work required of them. Then the military governor issued his ultimatum. It was in this form: if the prisoners would sign the oath of allegiance they would be returned to their homes in South Africa at England's expense; if they would not swear they must work for their rations, if they would not work then no rations would be issued to them, and they would have to shift for themselves.

The Boers received this ultimatum with their usual stolid complacence. The governor appointed a day when the Boers must either work or be turned out of the military prison to shift for themselves. The prisoners refused once more to work. The governor carried out his threat to eject them from their quarters on Hawkins Island and cast them adrift on Hamilton Island. This was done, apparently, not without some force. The appeal thus describes it.

"Shortly afterwards the sergeant came in and told us to drive out. We refused. We asked him on whose order he intended removing us. He replied: 'On that of the general.' I asked him to produce his order. He said it was with the commandant. We demanded that a responsible officer should remove us. He replied that as we was that officer, I maintained that it was the duty of the camp commandant; I informed him that on behalf of all the burghers in camp we protested against such action, as we are prisoners of war and have therefore the fullest right to hold the British Government responsible for any action against our seven men contrary to international law. As we refused to leave the camp he called for an armed escort to remove us to the boat, and we were carried to the landing at Hamilton, where we were ordered off. Here we remained on the steps until the evening, when we were obliged to leave the spot on account of the tide. We then shifted to the narrow strip, adjoining the street, where we spent our first night. Saturday evening we moved to the spot where we are at present.

"Saturday morning Captain Vaughan passed us and asked what our intention was—if we intended staying here. We replied: 'We are unaware of what the military government intends doing with us; we are prisoners of war, and intend doing nothing but hold the British Government responsible for us.' He replied that he had done with us and that we could do as we chose."

One might jump at the conclusion that permission to "go where we chose" would be what the Boers most desire; but the thing meant was permission to go where they chose in the Bermudas. The Boers are not permitted to leave the Islands. They are in a singular position of prisoners who are kept within the bounds by a Government which washes its hands of them in all respects except in the matter of restricting their liberty. They are thrown on the community for support. Mr. Schermerhorn, a Philadelphia architect who has just returned from the Islands, thus describes the condition of these Boers:

"Mrs. J. Douglas Outerbridge, learning of their terrible plight, invited these worthy suffering men to take up their abode upon the estate of Sunnyland where all but thirteen are now located. The thirteen are now at Mont Royal, Paget West, on the estate of Eusibius J. Lightbourn, whose American wife gave them a like opportunity.

"These Boers live in dog tents and in small, rudely made cabins. Their industrious nature is to be commended. They make their own clothes from remnants, knit small articles of apparel, attend to their own homes and hold their religious services; they make small cabinet articles, pen-holders, paper knives, jewel and stamp boxes, napkin rings, etc., from their native cedar, engrave them with the Transvaal coat of arms, and sell them to visiting tourists through the small stores in the towns of Hamilton and St. George. They have even made violins and flutes on which some can play with entertaining results. Their spirits, despite all obstacles, seem to be cheerful and resigned; they are most peaceful and law abiding; they live and pray for their liberty.

"In this manner exist men who previously were conducting the business and professional affairs of their native towns in South Africa, and who for their cause abandoned all to defend their considered rights, homes and independence. These burghers are highly educated, industrious, noble, religious men, and no one can resist their sincere appeal for liberty and home. Their countenances are stamped with sturdy, simple honesty; their eyes carry the conviction that they are patriots still, and they will remain martyrs to their cause. They will not take the oath of allegiance to King Edward; they say they do not want a voice in the laws of the new Transvaal; they desire to see and collect their scattered families if they longer remain in existence, they want to adjust their affairs, to abide by all existing laws, and so go to other fields if they are not welcome on the conquered soil.

"They are and have been forbidden the right to correspond with their families and friends, and even to receive any letters from their homes. These men are a noble type of Christian, and to deny them their liberty is a blot upon the British nation, if not an outright breach of the rules for the conduct of warfare in the modern days of civilization. These men are denied the comforts given to penitentiary prisoners. They are given the liberty of the islands, but with all supplies and sustenance denied, and they are forbidden the right to leave the islands with either funds supplied by others or earned by themselves.

"Everything is being done to dishearten and discourage them in taking the oath of allegiance, and, if this is taken, to be then told, 'You are on British soil and are British subjects; shift for yourselves.'

"The Boer Commission sent £2000 to be used in transporting these men. This fund is or was held by the Dutch consul, Dr. Lietz, who, it is said, on account of his British social connections and sympathy, aids the British authorities by making a condition for its use by the Boers 'the first signing of the oath of allegiance to King Edward VII.' These burghers are too intelligent to follow the frequently given advice to 'take the oath and be free.' They well know it would be a farce, and that they would then be imprisoned if they raised a voice in protest. It seems to be a concerted effort of the British authorities to make a butt of these few Boers in order to vent their regrets over the serious losses suffered in the British encounters with their fellow-comrades.

"The civil authorities and many individual Bermudians are in deep sympathy with the Boers, and if the Governor of Bermuda were a civilian, instead of being a military officer, a protest would have been made at the very outset against the action of the military authorities in casting adrift prisoners of war upon a civil community. Sir Henry Geary, a general officer commanding the garrison, is also the Governor of Bermuda.

"But one road is open to assist these patriots, whose hearts are as loyal as those of our forefathers in their cause for independence, and it is for our Government to insist firmly upon their return to their native soil, with civil treatment in the meantime. If there are any legal conditions calling for their return, I am not sufficiently versed in international law to make the suggestion.

"As prisoners of war these Boers are entitled to be taken back to the soil where they were captured. In the Geneva convention for the treatment of prisoners of war, and particularly for wounded prisoners, there is this clause: 'Those who are recognized after their wounds are healed as incapable of serving shall be sent back to their country.' One of the Boers I saw on the Outerbridge place had been shot through the eye and heart. He was practically helpless for work, and consequently for fighting.

"The Boers in Bermuda believe the local military authorities are to blame for their detention, and that if the higher authorities in England were cognizant of the facts a remedy would likely come from that source. But with a Dutch consul who is an English sympathizer, and the local military authorities at fault redress from the Bermuda end is not probable."

Soil Survey for Rhode Island.

During the past six months, negotiations have been carried on between the Rhode Island College of Agriculture and the Department of Agriculture at Washington, relative to a soil survey in this state. It seems that the Department of Agriculture, through its Bureau of Soil Survey, has for six or eight years past been making quite elaborate investigations in different parts of the United States relative to the agricultural capacity of those sections.

The plan is to send out a party of experts into a certain area where they will study all the conditions that make for agriculture,—the geology, the surface soil, the streams, drainage, topography, rainfall, climate conditions generally, flora, etc., etc. These conditions are studied by the experts and finally are condensed and platted into a map which is designed to show graphically the facts stated above.

When this map is completed and distributed, it ought to give to the public quite accurate information as to the possibilities of agriculture in that area. For instance, here in Rhode Island, it ought to show the areas that would better be in forests. It ought to show those locations that ought to be favorable for apple and peach orchards. And it ought to show those regions where market gardening and poultry growing can be carried on profitably. If this work is well done, it should be of immense value to this state. There can be no doubt that Rhode Island, even with its small area and with its rocky hills, can be made to produce a vastly larger value of agricultural products than it now produces. Besides the areas that ought to be in forests, there is no reason why the state, outside of the cities and villages, should not be one vast garden, to be made to yield a handsome profit to intelligent and up-to-date farmers.

The college, therefore, feel that it has been very fortunate to secure the promise of Mr. Milton Whitney, Chief of the Bureau of Soils, to survey the entire state. This may take two or three years. It will be the first time that a survey of an entire state has been undertaken, and it ought to be one of great value, not only to Rhode Island, but to all of New England. It is hoped that the work will begin early in the coming season.

In regard to the value of this work, it will not be out of place to quote from the Michigan Farmer, one of the conservative agricultural papers of the Middle West: "Despite the good progress made during the past year, requests for surveys on file will tax the capacity of the available force and appropriations for two years yet, indications that the work is not only popular but is considered eminently practical."

Toads in Ireland.

It is not correct to say that there are no frogs or toads in Ireland, though it is remarkable that the common toad is not found there. The natterjack toad is a native of Kerry, though it does not appear to be found elsewhere. It is an example of the mania which some people have for meddling with nature that a Dr. Guithers, in 1869, took the trouble to procure frogs' spawn from England, since which time they have multiplied in Ireland. But the common lizard is found in many parts of the island. The slow worm is not. Though the common toad, and, till recent times, the frog, were not found in Ireland, it is worth remembering that the English reptiles and patrachians are very local in their description. The natterjack toad is only found in certain countries. The edible frog was formerly only found in Fenland in Cambridgeshire, and the sand lizard is most capricious in the choice of a home. The "beautiful green lacertae," which Gilbert White saw on the sunny banks near Farnham, are to be found there still, the males being of the green color, and also near Bournemouth and in Dorsetshire, beyond Poole Harbor. Yet there are many suitable places where none are seen, and they reappear again on some sand hills on the coast of Lancashire, near Southport.

On the other hand, the absence of many species in Ireland, which are, or were commonly found in the larger island, can only be explained on the supposition that they never reached the country. Among these are the wildcat, the polecat and the weasel. Yet the marten was always plentiful on the other side of St. George's channel, and stoats abound in the west. Five of the 14 species of bat found in England have not been taken to Ireland, neither is the common shrew found there, nor the water shrew, or the mole, though the last is found in Anglesey. Only six of the 15 British rodents are found in Ireland, and of these one, the squirrel, was probably introduced. Neither is the roe deer indigenous. In support of the general theory that the immigration of the English fauna was difficult in the earlier periods, and subsequently checked altogether, may be cited the analogous instance of the Isle of Man. There, as in Ireland, there are no moles, no snakes, and no toads. —London Spectator.

Three women stood before him and glared at the paper he held in front of his somewhat sanguine face. At length he half arose and said:

"Take this seat, madam."

The three women looked at one another.

"I mean the elderly lady," he added.

All the women turned their eyes upon the advertising cards and became intently interested in their contents. Then the man slipped back into his seat and resumed his reading.—Cleveland Plain Dealer.

It is easy to put on a bold front if you have good backing.

Women's Dep't.

Roosevelt Cared for the Mothers.

Here is a new story of the President, told by Jacob R. Riis in his "Theodore Roosevelt, the Citizen," now running serially in the Outlook:

There was news of fighting every day but only the names of the killed or wounded officers came by cable. There was a War Department order against sending those of the privates who fell, or who died of cholera; and it resulted that when, say, Company H of the Fifteenth Regiment had been in battle, every mother who had a boy serving in that command went shivering with fear for six long weeks before the mail brought word whether her boy was among the "thirteen private soldiers" who fell or not. I had been asked to put the case to the President, and get him to cut the red tape, if possible. I found a tableful of soldiers and statesmen at lunch, and I saw that it would be hard to get the President's ear long enough.

But, as luck would have it, I was put beside General Young, a fine old warrior, whom I had met before, and I told him of what was in my heart. He knew of no such order when he was in the Philippines, and we got into quite a little argument about it, which I purposely dragged out till there was a lull in the talk at the President's end of the table, and I saw him looking my way. I asked him if he knew of the order.

"What order?" said he; and I told him of the mothers fretting for the boys all over the land. He looked up quickly at Adjutant-General Corbin, who sat right opposite. It was what I wanted. He knew.

"General," said Roosevelt, "Is there such an order?"

"Yes, Mr. President," said he, "there is."

"Why?" President Roosevelt wastes few words when in earnest about anything.

General Corbin explained that it was a measure of economy. The telegraph tolls were heavy. An officer had a code word, just one, to pay for, whereas to send the whole name and place of a private soldier under the Pacific Ocean might easily cost, perhaps, twenty-five dollars. The President heard him out.

"Corbin," he said, "can you telegraph from here to the Philippines?"

The General thought he might wait till he got to Washington; he was going in an hour.

"No," said the President, no, we will not wait. Send the order to have the names telegraphed now. Those mothers gave the best they had for their country. We will not have them breaking their hearts for twenty-five, dollars or for fifty. Save the money somewhere else."

The Home and Orphan Asylum.

The New York Times tells us that during the last year the death rate in the Hebrew Orphan Asylum of that city was 2½ per cent.—as against an average of 10 per cent. among the home-reared babies outside. This is very encouraging. We have heard so long of the inevitable ill results of "herding" little children—(these orphan Hebrews are from the newly born infant to five years old); of the "terrible death-rate" among babies cared for in large groups; and in general of the "curse of institutionalism," that this bit of counter evidence is most refreshing.

It is an excellent instance. These children are orphans—entirely deprived of the mystic charms of "a mother's care." These are poor children, and presumably of weakly constitution, inferred from the premature death of their parents; they are "herded" in large numbers in this "institution," and they have four times the chance of living of the infant in its mother's arms.

The outside general percentage includes the children of the rich and educated, of the healthy and vigorous, of the passionately devoted parents. These poor little survivors of shattered homes have no advantages whatever, except that of competent care!

Now, really, prejudices aside, or rather stepping aside ourselves, for the moment, from the mountain of prejudice we can not move, that is a fact, a large, triumphant fact, which ought to make an impression even upon mothers. Its inferences are more than its direct figures; for a child with a mother ought to be far better off than a child without one. If the home could but stand even with the orphan asylum, that would be a poor showing for motherhood—but to be four times worse!

A Laundry School.

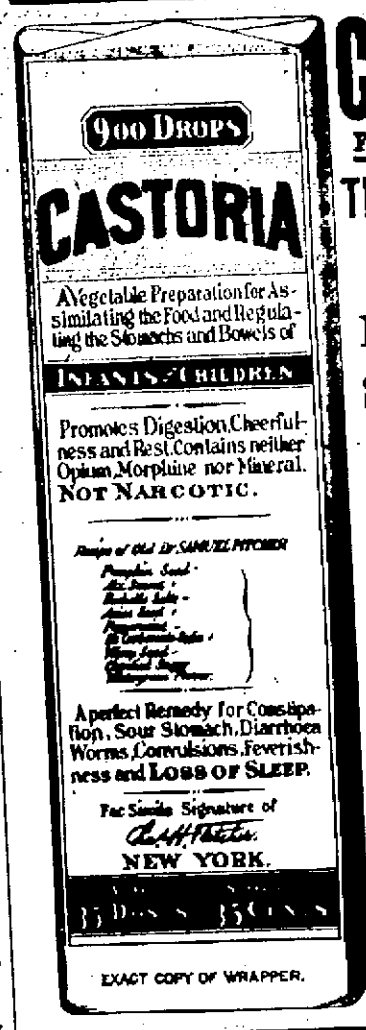
Several hundred women "graduated" last year as expert laundresses from the laundry of the Charity Organization Society at No. 518 West Twenty-eighth street, New York. The laundry is a trade school, little known in lists of educational institutions, but rightfully belonging there from the character of its work. Fifty women can work in it at once, and the laundry long ago reached its capacity. It has more applications for "graduated" laundresses and more hampers of uptown washing than it can handle. As a result the Charity Organization Society is planning the establishment of another laundry on the lower East Side.

The work is done largely on fine and delicate fabrics and is performed entirely by hand.

The superintendent, Mrs. E. V. H. Mansell, says the apartment houses and hotels have created an enormous demand for expert laundresses. "If we could raise $50,000—for industrial training rather than charity—we might equip four additional buildings, and guarantee their rent until the laundries were in good shape. Our deficit is not large, and is due to the fact that we pay the beginners more than they really earn, and give them their dinners.

"A single result of our work is that last year ten children who had been sent to asylums at city expense were taken home by their mothers, after the mothers had learned their work here. As each child in an asylum costs the city $101 a year, the city will be saved $1,040 this year, and for no one knows how many years to come."

The coeducational institutions are coming in for a goodly share of gifts. By the will of the late Mrs. Abigail Olney of Cleveland, O., Oberlin will receive one of the finest private art collections in the country, and $10,000 to sustain it. Syracuse, (N. Y.) University is generously remembered by two trustees, the late James Belden, who bequeathed it $150,000, and the late John Lyman, who left it a residuary estate estimated at more than $200,000. President Wheeler, of the University of California, announces that Mrs. William H. Crocker of San Francisco has given $25,000 for archaeological work in Old Mexico. Investigation are now going on at Cayocan, Mexico, at Mrs. Crocker's expense, by Mrs. Zelia Nuttall, a member of the anthropological department of the University.



CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of Chas. H. Fletcher

In Use For Over Thirty Years

CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

Pat Over Sixty Years

MRS. WINSLOW'S SOOTHING SYRUP has been used by millions of mothers for their children while teething. If disturbed at night and broken of your rest by a sick child suffering and crying with pain of Cutting Teeth send at once and get a bottle of "Mrs. Winslow's Soothing Syrup" for Children Teething. It will relieve the poor little sufferer immediately. Depend upon it, mothers, there is no mistake about it. It cures Diarrhoea, regulates the Stomach and Bowels, cures Wind Colic, softens the Gums, reduces Inflammation, and gives tone and energy to the whole system. "Mrs. Winslow's Soothing Syrup" for children teething is pleasant to the taste and is the prescription of one of the oldest and best female physicians and nurses in the United States. Price twenty-five cents a bottle. Sold by all druggists throughout the world. Be sure and ask for "Mrs. Winslow's Soothing Syrup."

A girl has it in her power to make any number of men happy for life—by declining to marry them.

A woman who is weak, nervous and sleepless, and who has cold hands and feet, cannot feel and act like a well person. Carter's Iron Pills equalize the circulation, remove nervousness, and give strength and rest.

The government of Spain is to open fourteen agricultural schools in various parts of the peninsula.

CASTORIA.

Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

We think we can cure a bad case of backache quicker with one of Carter's Smart Weed and Belladonna Backache Plasters, than by any other application, and after the Backache is cured, you can still wear the plaster without discomfort for two or three weeks or longer. This combination of Smart Weed and Belladonna is a great hit, and it is hard to find any pain or ache that will not yield to it. Price 25 cents. Sold by druggists everywhere.

A short sighted man always expects his neighbor to look through his glasses.

To be free from sick headache, biliousness, constipation, etc., use Carter's Little Liver Pills. Strictly vegetable. They gently stimulate the liver and free the stomach from bile.

Rushville, Ind.

Messrs. Ely Bros:—I have been a great sufferer from catarrh and hay fever and tried many things, but found no permanent relief until I found it in Ely's Cream Balm about eight years ago, and we have been fast friends ever since. (Rev.) R. M. Bentley.

Messrs. Ely Bros:—Find enclosed 50 cents, for which please send me your Cream Balm. I find your remedy the quickest and most permanent cure for cold in the head, catarrh etc. Yours truly, Dell M. Potter, Gen. Mgr. Arizona Gold Mining Co.

Mrs. Chas. Smith of Jones, Ohio, writes: I have used every remedy for sick headache I could hear of for the past fifteen years, but Carter's Little Liver Pills did me more good than all the rest.

CASTORIA.

Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

Stops the Cough and works off the Cold.

Laxative Bromo Quinine Tablets cure a cold in one day. No Cure, No Pay. Price 25 cents.

Hair falling? Then you are starving it. You can stop hair-starvation with a hair-food. Ayer's Hair Vigor. J. C. Ayer Co., Lowell, Mass.

"Life in the Northwest."

If you have any idea of changing your location GO INTO THE NORTHWEST where life is worth living.

It is the coming empire of this country. Climate and elevation are found in great variety, and land will never be as low priced again as it is now. For farming, fruit raising and grazing no portion of our Country equals it. Irrigation makes the farmer independent where irrigation is practiced and the finest irrigable parts of our Country are in Montana and Washington. The towns and cities are all growing rapidly in the Northwest.

Let me know what you want and we will try to help you. There are all sorts of places and kinds of land in the Northwestern States through which the NORTHERN PACIFIC runs. Don't wait until it is too late to go.

Low Settlers' Rates are in effect during September and October. Write to me where you want to go and I will tell you what it will cost.

CHAS. S. FEE,
Gen'l Pass. Agent, Northern Pacific Ry.,
ST. PAUL, MINN.

8-23

DAILY EXCURSIONS

To CALIFORNIA

Through first-class and Tourist Sleeping Cars to points in California and Oregon every day in the year from Chicago.

PERSONALLY CONDUCTED EXCURSIONS

EVERY TUESDAY AND THURSDAY FROM CHICAGO.

LOWEST RATES,
SHORTEST TIME ON THE ROAD,
FINEST SCENERY.

Only route by which you can leave home any day in the week and travel in tourist cars on fast trains all the way. For descriptive pamphlets and full information inquire of nearest agent, or address W. B. KNISKERN, General Passenger and Ticket Agent, Chicago.

Chicago & North-Western Railway.

12-21 (F. N. S. 30-31-000.)

Historical and Genealogical.

Notes and Queries.

In sending matter to this department the following rules must be absolutely observed: 1. Names and dates must be clearly written. 2. The full name and address of the writer must be given. 3. Make all queries as brief as is consistent with clearness. 4. Write on one side of the paper only. 5. In answering queries always give the date of the paper, the number of the query and the signature. 6. Letters addressed to contributors, or to be forwarded, must be sent in blank stamped envelopes, accompanied by the number of the query and its signature.

Direct all communications to
Miss E. M. TILLEY,
care Newport Historical Rooms,
Newport, R. I.

SATURDAY, FEBRUARY 20, 1904.

NOTES.

REYNOLDS—I am in my ninety-second year. Until within a few years ago I have been a busy man, passing down the stream of time in the current of opinion that William Reynolds, the associate of Roger Williams in transactions in Providence, 1630, was the father of our progenitor, James Reynolds. Then I began to look into it myself and from doubt my convictions became absolute certainty that he was not and that the many reports then extant favoring such conditions were groundless. In the meantime my correspondence revealed the fact that the professional genealogists acknowledged that their reports were based upon but tradition, and in two other cases where the dupes sent me a copy of their charts wherein the claimed line extended back several generations, they acknowledged that part was the product of their own brains. This line is filled with errors. Savage is reported as publishing that in 1646 James Reynolds with his seven sons and two daughters imigrated to Rhode Island from Plymouth Colony. This is quoted as confirmatory to his connection with William, which it is not, and the record of the births of the children, seven sons and three daughters, show that they were all born in North Kingstown from two to probably thirty years or more after they were reported as having settled in Rhode Island. The genealogy of Joseph (of Ja.[1]), born 1652, Nov. 27, is a gross blunder upon blunder of the professional genealogists published and spread broadcast over our country. Of him our town record is complete to the present day, but the record on sale from Joseph to the present day is unquestionably wrong.—J. J. R.

QUERIES.

4557. TILLINGHAST. WILSON—Would like ancestry of Joseph Wilson who married Martha, daughter of Jonathan and Sarah Tillinghast about 1749. Joseph Wilson and his family emigrated to Nova Scotia after the expulsion of the Arcadians. Can any one give me the record of marriage of Joseph Wilson and Martha Tillinghast and the birth of their son Jonathan, but I have the original will of Jonathan Tillinghast which mentions his daughter Martha Wilson.—A. C. W.

4558. REYNOLDS—I am told that genealogists and the Reynolds family hold that William Reynolds who was connected with Roger Williams in the early settlement in Providence was the father of James who settled in what is now North Kingstown. Will they oblige me by publishing their reasons for this belief?—J. J. R.

4559. MARSH—Who was the wife of Jonathan Marsh, of Newport, R. I., who had a son Jonathan, born Jan. 27, 1728, died 1770, married Mary Gould, of Daniel?—A. B.

4560. CORY—Who was Mary, wife of William Cory, of Providence, R. I.? What were the dates of birth, marriage and death of both? They had a daughter Rebecca, born 1747.—A. B.

4561. LOCKWOOD—Who was the wife of Abraham Lockwood, of Warwick, R. I.? He had a son Amos, born about 1695. Had he other children?—C. C.

4562. WATERMAN—What was the date of death of Sarah Carr, wife of Resolved Waterman, of Warwick, R. I.? She was born Dec. 23, 1706?—C. C.

4563. WIGHTMAN—Who were the ancestors of Walt Wightman, born July 12, 1739, married Christopher Vaughan, of East Greenwich, R. I.?—C. C.

4564. ROWE—Who were the ancestors of Elizabeth Rowe, of Natick, Mass., born 1741, died 1811, married Samuel Perry, 1760.—M. J.

4565. JONES—Who were the parents of John Jones, of Dedham, Mass., born 1718, died 1801, married Tabitha Battelle, of Nathaniel?—M. J.

4566. CHASE—Would like to learn the ancestry of Holder Chase, of Portsmouth, R. I., born Aug. 21, 1733, died 1820.—B. M.

4567. LANKSFORD—Who were the ancestors of Lucy Lanksford, of Providence, R. I., born July 29, 1745, died Dec. 5, 1816, married Uriah Hopkins, of Scituate?—B. M.

4568. MAWNEY—What was the parentage of Mary Mawney, of Providence, R. I., born 1727, died 1769, married James Angell? What was the date of marriage?—G. S. G.

4569. HAVENS—Would like the parentage of William Havens, of Warwick, R. I., born October 14, 1748, died July 28, 1815, married 1764, Deliverance Stafford.—E. A. D.

4570. ATWOOD—Who were the parents of Elizabeth Atwood, of Warwick, R. I., who married Daniel Brayton, born Nov. 24, 1772?—G. S. G.

ANSWERS.

4554. PALMER—1. Walter Palmer married Rebecca Short; had

2. Nehemiah, b. Nov. 2, 1637, m. Hannah Low Stanton; had

3. Joseph, b. Oct. 3, 1663, m. Frances Prentice.

4. Elihu, b. March 12, 1666, d. y.

5. Jonathan, b. Aug. 7, 1668, m. Mary Manwaring.

6. Daniel, b. Nov. 12, 1672, m. Margaret Smith.

7. Nehemiah, b. July, 1677, m. Jerusha Saxton.

8. Hannah, b. April, 1680, m. Ichabod Palmer.

3. Joseph, m. Frances Prentice; had Joseph, m. Mary Palmer; Hannah m. George Palmer; Benjamin, m. Rebecca Palmer; Sarah, Jonathan.

5. Jonathan m. Mary Manwaring; had: Judith, Mary, Hannah, m. William York; Anna; Irene, m. Henry Rowland; Love, m. Jonathan Shepard; Prudence, m. Thomas Shaw, Jr.; Jonathan, m. Prudence Holmes.

6. Daniel, m. Margaret Smith, had: Nehemiah, m. Submit Palmer; Daniel m. Mary Palmer; Samuel; Nathan, m. Phoebe Billings; Rufus, m. Phoebe Babcock; Huldah, Lydia, James, m. Hannah Chesboro; Rebecca, m. Capt. Daniel Fish.

7. Nehemiah, m. Jerusha Saxton, had: Saxton, m. Sarah Richardson; Thomas, m. Priscilla Chesboro; Jerusha, m. John Thompson; Nehemiah, m. Mary Eldridge; Stephen, m. Elizabeth Quimby; Abijah, m. Dorothy Palmer; Thankful, David, Bridget, m. John Gallup.—J. LeB. W.

4556. FENNER—The following, interesting to Rhode Islanders, is quoted from "The Careful Recruit," Army and Navy Journal, Aug. 29, 1903, by Capt. L. D. Greene, U. S. A., sent in reply to above query.

In 1780 the infant State of Rhode Island was struggling with a deficit of both men and money, caused by the strain of the war, which for four years had borne particularly hard upon her. For over two years she had to furnish her quota of Continentals, and at the same time to maintain a home force to properly do the honors to her unwelcome guests—the British army of occupation.

At this time there was in the town of Johnston, near Providence, one Edward Fenner, who, under appointment as Commissioner by Governor William Greene, was enrolling men for service, and by hook and crook collecting ammunition and other supplies for use of the army. Fenner was of the family of, and third in descent from, that Arthur Fenner, who, coming out to the colonies fresh from that unexcelled school of war service in Cromwell's army, where he had been a lieutenant, became a leading military figure in "The Plantations," and subsequently distinguished himself in King Philip's War, during which he successfully commanded the defense of Providence, and saved that city from the annihilation that overtook all its neighbors.

Edward Fenner had no easy task. The recruiting officer had already "robbed the cradle and the grave." All the men, and most of the boys, of Rhode Island had already borne arms for the cause, and little military enthusiasm was left.

Among papers in possession of members of the Douglass family, at Houghton, Mich. (descendants of Edward Fenner, through his daughter, Hannah, who married Daniel W. Douglass, of Fredonia, N. Y., in 1819), is one that throws an amusing side light on the needs of the times, and particularly on the canny foresight of one Thomas Mann, who had evidently been approached by the recruiting officer, with a view of helping the cause—by adding him to its armed defenders.

Thomas is cautious, and desires an exact understanding as to his recompense for driving out the red-coated invaders. He specifies his needs as to clothes, money, and work on his farm while absent. He will have none of the dubious paper currency afloat, and anticipates the Kansas City Platform a hundred and twenty years by demanding payment in silver, though he shrewdly reserves an option to take his pay in corn, if the market should come his way. Notwithstanding a memory and grasp of detail exceedingly strong, it will be noted that he inserts a "blanket clause," to cover unthought of contingencies that in present-day slang would be termed "a cinch."

The paragraph near the end, regarding the bonus to his wife, clearly demonstrates why he is willing to "List" at all; his reason has been endorsed by men at all periods of history who have assumed the hardships of public war to secure private peace. Mr. Mann's stipulation is as follows, verbatim et literatim; the reader must supply his own punctuation:

"Johnston, July the 9th 1780

"Offers made by Thomas Mann, if you will give me fifty Silver Dollars as a bounty and forty Shillings wages per month in Like money and pay my wages in Corn at 8s. pr bushel—I will give Solomon Thornton Forty bushels of Said Corn if he will do the work on my farm that I want Done and I will List, provided also that I have my Choice either to Reev the Remainder of my wages in Corn or in money as I may Chuse when my time is out, I must also have a new hat, 1 pair of new Calves Skin Shoes, 1 new thick Jacket 1 Linnen shirt and Two flannel Ditto, the work that I must have Done 3 acres of Corn and Some petatoes hoed 2½ acres of rye and wheat Cut and thrashed the Straw secured about four Tune of hay Cut well made and Stacked half acre of flax puled Seed got off Cleaned and flax ratted and well Secured—petatoes dug and Taken Care of Corn harvest and secured wood Cut Drawed to the Dore Milling done at all times when wanted fences kept up and Creaters kept out.

"Some other things for the benefit of my family Likely may be wanted which I do not think of at present and over and abouve I Shall Expect Some Gentlemen in the Town will make up a Sum of thirty or forty Silver Dollars to my wife to keep her from being Ill-natered 1½ acres plowed Sowed with Rye some Rye sowed among my Corn Some ground plowed and Sowed with wheat."

[At end of the sheet is the following endorsement, undoubtedly Fenner's; a happy mixture of sarcasm and conciliation:]

"Mr. Mann in regard to keeping your wife good natured it is Impossible, but if you will go a Soldir and at this time take the affirmation oaths it is supposed the town will fulfill your Last will and testament."

B. H. Gladding Dry Goods Co.
ESTABLISHED 1866. WESTMINSTER AND MATHEWSON STS., PROVIDENCE, R. I.

After Stock Taking Sale.

Bargains of rare interest the result of the stock taking just concluded. Only space to mention a few—every department equally well represented. It will pay you to examine without delay these selections at half price and less in

Dress Goods, Domestic Flannels and Silks

SALE BEGINS FRIDAY MORNING.

Dress Goods

In this department a fine array of after stock-taking bargains awaits you. Remnants of black and colored Dress Goods, suitable for skirt and waist patterns, half price.

Silk and wool German novelties, sold at $1.50 and $2.00 yd., now 75c
54-inch Black Rope Cloth, this sale only, reduced from $2.00 yd $1.25

Domestics and Flannels

We call your attention to this fact—actual value on the following lot of short lengths is 8 cts. to 40 cts. per yard.

Now 5c yard .... Flannellettes
Now 5c yard .... Ginghams
Now 5c yard .... Madras

Special values offered in Flannel Dept. Printed French Flannel cut from 75 cts. yd. to 39 cts. Wool Waistings, cut from 69 and 75 cts. yd. to 39 cts. Short lengths of Scotch Flannels at less than half regular price.

Silk Remnants

Plain Taffeta and Fancy Silks in black, white and colors. Lengths, one to three yards. Stock taking revealed more desirable high-class remnants than we had any idea of. Your choice while they last at exactly Half Price.

Real Estate and Insurance.

Cottages and Tenements (To Let.)
We always have a full list of cottages and tenements to let, ranging in price from $7 to $40 per month.

Cottage and Tenement Houses (For Sale.)
If you are looking for a home or an investment, it will be to your advantage to come in and look our list over.
INSURANCE—Fire, Marine, Life, Health, Accident, Plate Glass and Liability Insurance, written in strongest companies at lowest rates.

Wm. E. Brightman,
CORNER SPRING AND FRANKLIN STREETS.
OPEN SATURDAY EVENINGS. Telephone 954.

Cost of a Great Spectacle.

Klaw & Erlanger's production of the great Drury Lane spectacle, "Mother Goose," which opens a run at the Colonial Theatre in Boston Monday, March 21st, is the most expensive ever made at the Drury Lane Theatre in London, which has led the world for years in magnitude and magnificence of scenic embellishments. It has been the custom of the Drury Lane directorate, during the past three years, to spend $1,000, or $5,000, more each season on the Christmas spectacle. This piece represented an outlay of over $175,000, before it was brought to this country by Klaw & Erlanger, who spent a fortune in new scenery and costumes made necessary by John J. McNally's adaption of it to the requirements of the American stage. As presented at Klaw & Erlanger's New Amsterdam Theatre in New York, and as it will be seen at the Colonial Theatre, "Mother Goose" represents a most lavish expense by two great theatrical managements, who have given it the best that intelligence, wide experience and a most generous outlay of money could bring to it. From every standpoint it is the greatest comic musical spectacle ever staged in America.

One not thoroughly familiar with theatrical productions cannot realize, the time and vast expense required to stage a production of this kind. After the scenario of the story has been written and the scenes and incidents decided on, comes the physical side of the piece—the scenery, the properties, the electric and mechanical effects and the costuming. The amount of labor involved in this work can be guaged from the fact that twelve baggage cars, 65 feet in length, are required to transport the scenery of this production. No such scenic equipment has ever before been utilized by a musical attraction in this country.

There are over 400 people who appear before the audience in the presentation of "Mother Goose." While some make more, the average complete changes of costumes of each person is five. This makes a costume equipment of fully 2,000 different dresses. A very low average of cost for each of these dresses would be $50, which makes the costumes alone in this spectacle represent an outlay of over $100,000. These seem great figures to those not familiar with theatrical productions, but they can readily be appreciated by anyone who has ever paid for even a minor theatrical effort such as the public now demands.

But the physical beauties of "Mother Goose" are not wholly what commends it to the public. The book, music and specialties are the most attractive in this class of entertainment ever seen in this country, the humorous situations, the comic antics of the comedians and the funny specialties keeping the audience in a roar of laughter. "Mother Goose" is, in the main, a great comic entertainment.

Laxative Bromo Quinine
Cures a Cold in One Day, Grip in 2 Days
E. W. Grove on every box, 25c

"ON THE WRONG TRAIL"

Convict Pennington Says Police Will Not Capture Him Alive

Boston, Feb. 19.—William Pennington, who on Feb. 10 escaped from Charlestown state prison, where, under the name of Edward Waters, he was serving a sentence for burglary, appeared in Roxbury late yesterday afternoon and visited the home of friends of the Pennington family. Later he emerged from the house, where he had secured a coat and vest. He walked leisurely through Parker Hill avenue, stopped for a few moments to watch the children who were coasting and then, turning into Hillside street, disappeared. He was recognized on Hillside street and the police were notified. The latter immediately began a thorough search of the district.

Neighbors who recognized Pennington said that he never before appeared in such good health. There was no sign of prison clothes upon him and he did not wear the rain coat which he stole from a closet in the prison to cover his convict garb.

"I suppose you read about it in the papers," said Pennington, to one who recognized him on the street. "The police are hot after me, but they are on the wrong trail. Until today I have been in Cambridge ever since my escape. The state prison is an awful place to live in, and they will never take me back there alive."

Swindler Manix Sentenced

Boston, Feb. 18.—William F. Manix, who attempted to pass a worthless check on Governor Bates, was sentenced to two years in the house of correction by Judge Aiken.

Woman Suffragists' Election

Washington, Feb. 17.—Rev. Anna M. Shaw was elected president of the National Woman's Suffrage association. She succeeds Mrs. Carrie C. Catt and the latter takes the position of vice president at large. All the other principal officers were re-elected.

Treaty Ratification Assured

Washington, Feb. 16.—An agreement has been reached to vote on the Panama treaty on the 23d. The fight is over. The opposition on roll call will be small, from 14 to 18 senators only.

Maine's Sailors Have Measles

Washington, Feb. 18.—Measles is the latest mishap to befall the Maine, which has been ordered to Guantanamo in order that the afflicted members of her crew may be isolated.

"WALK IN AND LOOK AROUND."

Another Money-Saving Instance.

Can't you appreciate the advantage that must come to a combination that can go to a single concern with an offer for 5 carloads of goods—come pretty near buying goods at our own price when we can do that, and that's just the way we're bound to make you feel the money-saving power of this big store—We buy for less, we sell for less.

A Solid Oak Bureau

This is a very gracefully outlined little affair with 3 large roomy drawers standing well up from the floor on the prettiest of French legs. The mirror is of the very best French plate and bevelled. The detail of this case is wonderfully good, the inside stock being carefully selected and free from knots, and all the joints perfectly fitted and thoroughly fastened. The finish is equal to that of any ordinary $18 or $20 bureau. Get prices from other stores first; that will convince you.

$7.50.

A. C. TITUS CO.,

225-229 THAMES STREET. NEWPORT, R. I.

Sheriff's Sale.

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS.

SHERIFF'S OFFICE, NEWPORT,
NEWPORT, Sc. August 22d, A. D. 1903.

BY VIRTUE and in pursuance of an Execution, Number 2368, issued out of the District Court of the First Judicial District of Rhode Island within and for the County of Newport, on the Twenty-first day of August, A. D. 1903, and returnable to the said Court November 21st, A. D. 1903, upon a judgment rendered by said Court on the twenty-sixth day of May, A. D. 1903, in favor of Patrick J. Murphy, of Newport, plaintiff, and against John Dillon, of said County and City of Newport, defendant, I have this day at 50 minutes past 10 o'clock a. m., levied the said Execution on all the right, title and interest, which the said defendant, John Dillon, had on the 14th day of April, A. D. 1903, at 18 minutes past 3 o'clock p. m. (the time of the attachment on the original writ), in and to a certain lot or parcel of land, with all the buildings and improvements thereupon, situated in said City of Newport, in said County of Newport, in the State of Rhode Island and Providence Plantations: That parcel of land in said City of Newport, bounded Northwesterly, on Warner street, 44 feet; Northeasterly on land of John H. Crosby, one hundred 81-100 feet; Southeasterly, on land of Ephraim Cobleigh and land of James Irish, forty-two feet, and Southwesterly, on land of Stephen Shea, one hundred 7-10 feet, containing four thousand, three hundred and twenty-one square feet of land.

AND

Notice is hereby given that I will sell the said attached and levied on estate at a Public Auction to be held in the Sheriff's Office, in said City of Newport in said County of Newport on the 25th day of November, A. D. 1903, at 12 o'clock noon, for the satisfaction of said execution, debt, interest on the same, costs of suit, my own fees and all contingent expenses, if sufficient.

FRANK L. DEBLOIS,
11-21-4w Deputy Sheriff.

NEWPORT, Sc.
The above advertised sale is hereby adjourned to SATURDAY, February 27, A. D. 1904, at the same hour and place above named.
FRANK L. DEBLOIS,
12-5 Deputy Sheriff.
Newport, November 25, 1903.

At the Special Session of the Court of Probate of the City of Newport, in Rhode Island, holden on Wednesday, the 17th day of February, A. D. 1904, at 4 o'clock in the afternoon.

ON THE PETITION, in writing, of John B. Murphy and others, presented this day, praying that letters of administration on the estate of

MARY B. MURPHY,

late of said Newport, deceased, intestate, may be granted to Daniel J. Buckley, or some other suitable person:

It is ordered that the consideration of said petition be referred to Monday, the 7th day of March, A. D. 1904, at 10 o'clock a. m., at the Probate Office in the City Hall, Newport, and that notice thereof be given to all persons interested, by advertisement in the *Newport Mercury* once a week at least, for fourteen days.

DUNCAN A. HAZARD,
2-20 Probate Clerk.

At the Court of Probate of the City of Newport, in Rhode Island, holden on Monday, the 15th day of February, A. D. 1904, at 10 o'clock in the forenoon.

ON THE PETITION, in writing, of Abbie S. Cummings, of said Newport, presented this day, praying that she, or some other suitable person, may be appointed Guardian of the estate of

WILLIAM HELME,

who is represented in said petition as a minor, under the age of fourteen years, resident of said Newport:

It is ordered that the consideration of said petition be referred to Monday, the 7th day of March, A. D. 1904, at 10 o'clock a. m., at the Probate Office in the City Hall, Newport, and that notice thereof be given to all persons interested, by advertisement in the *Newport Mercury*, once a week at least, for fourteen days.

DUNCAN A. HAZARD,
2-20 Probate Clerk.

ADMINISTRATION NOTICE.

New Shoreham, R. I., Feb. 20, 1904.

THE UNDERSIGNED, Executor of the Last Will and Testament of NELLIE E. JOHNSON, late of the Town of New Shoreham, deceased, which will has been admitted to probate by the Probate Court of the Town of New Shoreham, hereby gives notice that he has accepted said trust and has given bond according to law.

All persons having claims against said estate are hereby notified to present them to the undersigned or file the same in the office of the clerk of said court within six months from the date of the first advertisement hereof.

WILLIAM H. JOHNSON,
2-20 Executor.

Probate Court of the Town of New Shoreham, R. I., Feb. 1, 1904.

Estate of Caleb W. Dodge.

AN INSTRUMENT in writing, purporting to be the last Will and Testament of Caleb W. Dodge, late of said New Shoreham, deceased, is presented for probate, and the same is received and referred to the seventh day of March, 1904, at 2 o'clock p. m., at the Town Hall in said New Shoreham, for consideration; and it is ordered that notice thereof be published for fourteen days, once a week, in the *Newport Mercury*.

EDWARD P. CHAMPLIN,
2-20-3w Clerk.

Probate Court of the Town of New Shoreham, R. I., Feb. 1, 1904.

Estate of Amazon Littlefield.

REQUEST in writing is made by Minnie C. Littlefield, widow of Amazon Littlefield, late of said New Shoreham, deceased intestate, that she, said Minnie C. Littlefield, of said New Shoreham, or some other suitable person, may be appointed Administrator of the estate of said deceased; and said request is received and referred to the 7th day of March, 1904, at 2 o'clock p. m., at the Town Hall, in said New Shoreham, for consideration; and it is ordered that notice thereof be published for fourteen days, once a week, in the *Newport Mercury*.

EDWARD P. CHAMPLIN,
2-20-3w Clerk.

Probate Court of the Town of New Shoreham, R. I., Feb. 1, 1904.

Estates of Oswell A. Littlefield, Iva E. Littlefield, Margarite E. Littlefield and John Ray Littlefield.

PETITION in writing is made by Minnie C. Littlefield, of said New Shoreham, requesting that she, said Minnie C. Littlefield, of said New Shoreham, or some other suitable person, may be appointed Guardian of the persons and estates of Oswell A. Littlefield, Iva E. Littlefield, Margarite E. Littlefield and John Ray Littlefield, all minors, under the age of fourteen years, children of Amazon Littlefield, late of New Shoreham, deceased, and said petition is received and referred to the seventh day of March, 1904, at 2 o'clock p. m., at the Town Hall, in said New Shoreham, for consideration; and it is ordered that notice thereof be published for fourteen days, once a week, in the *Newport Mercury*.

EDWARD P. CHAMPLIN,
2-20-3w Clerk.

Portsmouth.

A snowplough from Newport made its appearance early Tuesday morning and got as far as Mr. J. A. Hazard's residence, where it remained for some time, having run off the track.

Mr. Lorenzo D. Manchester has resigned his position as conductor on the Island road.

Mr. George Elliott is confined to his home by illness.

A meeting was held in Eureka Hall Monday night in the interest of the New England Order of Protection. Owing to the inclement weather, there was not a large gathering present. Another meeting will be held at a later date. There are already nearly enough signers for a good-sized lodge of the order in this town.

At the Special Session of the Court of Probate of the City of Newport in Rhode Island, holden on Friday, the 5th day of Feb. A. D. 1904, at 1 o'clock in the afternoon.

ON THE PETITION in writing of Charles M. Reeves presented this day praying that he or some other suitable person may be appointed Guardian of the person and estate of

CATHERINE REEVES,

of said Newport, who is represented in said petition as a person of full age, who, from want of discretion in managing her estate, and the excessive use of intoxicating liquors, is likely to bring herself to want, and to render herself chargeable:

It is ordered that the consideration of said petition be referred to Tuesday, the 23d day of February, A. D. 1904, at 10 o'clock a. m., at the Probate Office in the City Hall, Newport, and that notice thereof be given to all persons interested, by advertisement in the *Newport Mercury*, once a week at least, for fourteen days.

DUNCAN A. HAZARD,
2-6 Probate Clerk.

EXECUTRIX NOTICE.

The subscriber having been appointed by the Honorable Court of Probate of Newport, R. I., executrix of the last will and testament of ROBY L. HELME late of said Newport, deceased, and having been qualified according to law, requests all persons having claims against the estate of said deceased to present them to her or file the same in the office of the Clerk of said Court within six months from the date hereof, and those indebted to make payment to

ABBIE S. CUMMINGS,
Executrix.
Newport, R. I., February 18th, 1904.

TAX ASSESSORS' NOTICE.

THE ASSESSORS OF TAXES of the City of Newport, hereby give notice that they will meet and be in session in their rooms in the City Hall (basement), in said Newport, every day, except Sundays from and including

TUESDAY, Feb. 23, 1904,

to and including

FRIDAY, MARCH 4, 1904,

From 9 o'clock a. m. to 12 o'clock noon, and from 2 o'clock to 5 o'clock p. m.

For the purpose of assessing and apportioning on the inhabitants of said city, and the ratable property therein, the tax ordered and levied by the City Council of said City on the 26th day of January, 1904.

Every person and body corporate, liable to taxation in the premises is hereby notified and required to bring in to said Assessors, within the time or times, and at the place of meeting and session of said Assessors, as above designated, A TRUE AND EXACT ACCOUNT of all his ratable estate, describing and specifying the value of every parcel of his real or personal estate.

The General Laws of Rhode Island Provide that:

"Every person bringing in any such account shall make oath before some one of the Assessors that the account by him exhibited contains to the best of his knowledge and belief, a true and full account and valuation of all his ratable estate; AND WHOEVER NEGLECTS OR REFUSES TO BRING IN SUCH ACCOUNT, IF OVER-TAXED, SHALL HAVE NO REMEDY THEREFOR."

Executors, Administrators, Guardians and Trustees are hereby notified that all the foregoing applies to them and to Trust Estates as well as to other persons and property.

FRANK G. SCOTT,
FRED A. ALLAN,
WILLIAM SHEPLEY, } Assessors.
HENRY W. COZZENS, Clerk.
Newport, R. I., January 28, 1904—1-30

LARGE AND FINE ASSORTMENT OF

VALENTINES

—AND—

Valentine Post Cards.

—ALSO—

The largest line of artistic Post Cards in the city.

Carr's Bookstore,

Daily News Building. Tele. 664

For Rent.

Good rooms in the MERCURY Building, either furnished or unfurnished. Possession given April 1st.

Enquire at the MERCURY OFFICE.

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought